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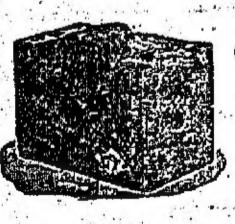
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THE HONGKONG DISPENSARY. ALEXANDRA BUILDINGS.

GONGKONG OFFICE: 14, DESVOUX ROAD C. LONDON OFFICE: 131, FLEET STREET, F.C.

press.

HONGKONG, JULY 6TH, 1905. THE emphatic declaration which was made to face in regard to maintaining our by Mr. Chamberlain in favour of a permanent alliance between Great Britain and Japan must have come as a surprise to many who have become accustomed-to traditional halting policy with respect to all matters in the Far East. There are probably few politicians who would venture upon so definite a statement of their views as was made by the member for Birmingham; but Mr. CHAMBERLAIN is nothing unless decisive. This quality has been the secret of his success and, it must also be admitted, to some extent of his failures. When once public opinion is fairly made up, the politician who will boldly declare and maintain it carries all before him; but the case stands very differently when a problem is still in the halance and the public require some further information before finally making up their minds. It is, therefore, a question of much interest whether the utterances of Mr. CHAMBERLAIN at the Liberal Union Club will conduce to bring about a permanent alliance with Japan, or whether it may not prove that and that public opinion in : England suggested by recent events. does not require a very great amount. of further education to bring it to the point of accepting an understanding with Japan of a permanent character as, at all events prima facie, a desirable measure. For some time past feeling has certainly run in this direction, but in matters of this kind the British public is much averse to being hurried; and so definite an utterance as that which has been made was scarcely expected from any high quarter. What is report is perhaps a hoax. proposed is a "mutual defensive understanding between Japan and Great Britain" -which would mean an understanding that they would jointly withstand any attempts which would have the effect of threatening Japan on the one hand or India

on the other-in other words an agreement to join together in preventing the encronchments of Russia or any other nation (if one should appear) desirous of following in her footsteps.

The suggestion seems to have been received on the whole favourably, if we may judge by the comments upon it which appeared in The Times and other deading-British papers. As has from lime to time been indicated in these columns, the drift of events has been clearly in this direction, though it scarcely seemed that an idea of the kind would take definite shape so soon us has proved to be the case. In these days events march rapidly, and it may now be taken that the question of some such alliance as is proposed will before long be taken into serious consideration—and, indeed, there is every probability that in some form it will be acted upon case The beneats of such a combination were pointed out some time ago in the practical

suggestion that, by such an arrangement, England would gain the advantage of a large number of valuable troops in case of necessity, while Japan would secure the support of the British Navy. To this it objected that the mere fact of England's acknowledging that she might be dependent for troops upon a foreign country, was an admission of weakness unworthly of an Empire claiming a dominant position in the world. That there is something in this argument, it is impossible to deny; but it is equally impossible to ignore that," in the event of any great struggle arising with respect to India, the want of a sufficiently large army would undoubtedly be severely felt. The que tion is one of plain fact, not of rentiment, and it would be a great mistake to throw aside a means of remedying a great defect in our means of defence in Asia, alfould the occasion arise, on the grounds that it would be very desirable that

such a defect did not exist. It is not to be overlooked that for many years past precisely the same state of matters has been recognised, and acquiesced in, as applying to Great Britain's position in respect to any serious hostilities in Europe. Of late there has been a commendable attempt to increase the number and efficiency of the army, but for 'years' it was an accepted axiom England was not in a position to take part in any great European war without allies; and, though this idea may have gone somewhat turther than the actual facts warranted, it cannot be denied that there was a substantial foundation for it. Taking this into consideration it may not, after all be so serious a matter that the existence a similar state of affairs should be recognised in the present day as a fact which we have supremacy in Asia.

The main question, however, to be considered is whether there is sufficient common interest between Japan and Great Britain in Asia to warrant such an understanding this plan will benefit him, should induce his being arrived at and, upon this point, those who have watched the course of recent events can have very little doubt. It was not only not denied, but on more than one occasion ostentationsly declared that part of Russia's policy, in endeavouring to obtain supremacy in Manchuria and generally in the East, was to strengthen her position in the direction of India; nor can any one doubt that this would be the result of her succeeding in the policy of aggression which has fortunately received a check. England has, therefore, a direct and most important interest in withstanding such advances. On the other hand, there can be no question that any success obtained by Russia in the direction of India would have the most serious effects upon the position of both China and Japan. The interests of the two countries are, therefore, at one in the suggestion made in so definite a manner maintaining the peace in both these direcwas a little premature: On the whole, tions, and a compact between the two nations however, there is good reason to hope to withstand the undue advance of Russia in that in this instance, at all events, Mr. either of the directions indicated would CHAMBERLAIN has not erred by being seem to be what is naturally dictated by two much in advance of his hearers; ordinary considerations of prudence, as

Plague cases now number 217. There were

The band will play this week on Saturday afternoon (instead of Friday) at the United Service Recreation Club, Kowloon.

It is reported that among the papers found on the captured battleship Imperator Nicolai I. was a letter of sympathy from the Corean. Government, signed by "Yi Kon-taik," The

The natives do not welcome the new electric trams at Singapore. At the opening, it was found that large pieces of stone had been put on the rails at intervals, for a distance of three miles. The Singapore Free Press suggests that the number of the obstructions points to something like a conspiracy.

terday, defended a mancharged with receiving two bottles of "raspberry-ade" stolen from Watkins' Store. The bottles it appears, were sold for ten cents by coolies conveying them from the shop to the pier. The defendant was found guilty of unlawful possession, and was

H.M.S. Sirius arrived in Chemulpo a few days ago (reports the Scoul Press of Juna 24th) in order to convey the men of the British Legation guard to Wei-hei-wei. We regret to hear of their departure, and feel sure that their presence in Seoul will be sadly missed by all British residents in the metropolis. The guard left Seoul on June 23rd, with Capt. Lawrie.

THE SHAUKIWAN MURDER.

In connection with the recent murder of a sampan woman at Shaukiwan, the Police have made an arrest. - This man will be charged to day. Inspector Robertson is in charge of the.

THE HORRIBLE NOISES OF HONGKONG.

L. Comar yesterday charged an American with causing a nuisance by employing Chinese bands to play into records for gramaphones next to the complainant's hotel, the Main Hotel, in Des Weux Road. Inspector Gourlay mentioned that Chinese bands and theatres made a terrible noise, and he thought that if the music were played in the Chinese quarter of the city, amongst those who approxiated it; it would be much better. The defendant said that he did not know that he was creating any great disturbance, and the band was employed during day time, from 1Loclock till one and Trom two till four. Mr. Comar complained that his wife was sick and could not stand it. The case was remanded till Friday.

CORRESPONDENCE.

AN INTERNATIONAL POSTAGES

STAMP. TO THE EDITOR OF THE "DAILY PRESS."

Sir .- The following is an ext get from Dun's Review which, no doubt, will be of interest to the

"The proposition made recently by the Chamher of Commerce at Humburg that the Governments forming the International Postal Union should agree upon and issue a series of international stamps good for foreign postage in any country belonging to that organization, merits the favourable attention of postal authorities and business men the world over. The practical difficulties in the way of carrying out such a plan do not appear to be serious, nor is it probable that action by congresses, parliaments or other legislative bodies will be required to put it into operation. A mutual agreement hetweenthe different post office departments will suffice, it is believed to at least give such a plan trial. The advantage of an international stamp to business men engaged in foreign trade are so numerous and so great as hardly to require enumeration. As a modium for repaying postage for reply in cases where it is undesirable to request the recipient of a letter to pay for such reply himself, as a means for making trifling remittances, and in a number of other ways, such a stamp would be useful. Every business man in any part of the world, who feels that local chamber of commerce or board of trade to urge its endorsement upon the post office officials of his country."-Yours etc. BESOIN

Hongkong, 4th July, 1905.

JAPANESE GENERAL-DEFENDS STOSSEL'S CONDUCT.

In the course of an interview with a representative of the Jiji, Major-General Toshima who was in command of the Japanese artillery is reported to have made the following statements: On the occasion of the capitulation of Port Arthur I entered the fortress as Chief Commissioner to receive the delivery of the forts, arms, vessels, dockyards, explosives, ammunition stores, etc., and was one of those who were astonished at the abundance of the Russian stores. But at the same time it is a mistake to say that Stoessel did not take the necessary measures for prolonging the defence, and that he surrendered too early. The gan emminition was abundant, it is true. but most of it was defective. come of the shells were without fuses, while others could not be charged. There were bears of 57 min. shells. but there were no guns for them. In short Stoessel had not sufficient ammunition for his available guns. The forts were also reduced to their minimum strength: According to the Russian commissioners, "H" fort had to be reconstructed seven times, owing to the damage inflicted by our gunfire. The forts at Itszushan, Taiantszusban, Siacantzusban, aud Paivusban, which we, in the belief that they would be found comparatively intact, took as guarantees for the capitulation, had their parapets broken and at least two or three batteries were destroyed Of the sea-side forts, those on Golden hill. Mantenshan and Chengtenshan were but little damaged, but no ammunition was found there. because the forts had fired from the beginning of the war both seawards and landwards.

There were, however, indications that the Russians had received a large supply of rifles and rifle ammunition after the outbreak of hostilites. The rifles in sections were lying in heaps and there were also hundreds of thousands of rounds of rifle ammunition. These were untouched. There was also an enormous eters of winter uniforms. It was not, therefore, absolutely impossible for Stoessel 11th inst. to have maintained resistrance for a few months more, despite the scarcity of gun ammunition. But after the occupation by our troops of the forts from Wanglai to Sonshushan. the struggle would have become more bitter and relentless. From a humanitarian point of view, I cannot but oulogise Stoessel for having surrendered at the proper time.

Mr. O. D. Thomson, at the Magistracy yes. TELEGRAMS.

["DAILY PERSO" SERVICE.]

THE "KNIAZ POTEMKIN."

London, 5th July. The Kniaz Potemkin has not yet surrendered.

PRINCESS ARISUGAWA LAUNCHES "KATORIA"

LONDON, 5th July. Princess Arisugawa launched th now battleship Katori, which has been built, at Barrow, for the Japanese Government:

> RUSSIAN REVOLTS: SPREADING.

London, 5th July

CRICKET.

London, 4th July

LONDON, 4th July. In England's second innings the scores were:--

Hayward ... Tyldesley not out Denton not out Extras ...

REUTER'S SERVICE.]

Total (for 2 wkts.) 169

THE RUSSIAN NAVAL MUTINY.

LONDON, 3rd July. The Kniaz Polemkin has arrived at Kustenji and asked for provisions. Admiral Kruger's fleet has returned to Sevastopol. At a conneil of Admirals and Captains held on board the flagship Rostislav it was resolved to ungear the machinery and that officers and men desiring to land should be authorised to do so. The Reservists have been granted two months' leave.

The ironeind Catherine II., which remained at Sevastopol, was disarmed. The crews at Sevastopol state that when the squadron, including the Pobledonoisitz reached Odessa, the Kniaz-Petenkin defiantly refused to obey the signal to rejoin the fleet; after that the Pobledonoisits mutinied and the squadron returned to

The Roumanian Government has ordered the Knias Potemkin to leave the Port of Kustenii or to surrender, in which latter case the spent years over the work. mutineers will be treated as foreign deserters.

The mutineers are considering the demand. Telegrams from many parts of Russia report a general restlessness and disorder. A general strike of the workmen and dockers of St. Petersburg has taken place, and work is at a complete standstill; 50,000 troops are concentrated in the city.

JOUENALISTIC AMOUR PROPRE.

Some while ago we referred to the case at Markyate, Hertferdshire, England, where a Little boy was run over and killed by a motorcar which subsequently turned out to belong to Mr. Hildebrand Harmsworth. At the inquiry Mr. Harmsworth, confronted with the published account of an interview which a representative of one of the newspapers owned chiefly by himself and his brothers is alleged to have had with him, declared that words had been put into his mouth which probably he had never used; and he added, "I am a pressman myself, and I know what they do." On this Mr. J. S. R. Phillips. of the Yorkshire Post, writes protesting against a slander uttered apparently

oath by Mr. Harmsworth. He says:may have to represent himself as a pressman I do not know, but I do know that his assertion of what pressmen ."do" constitutes a gross and unwarranted libel upon an honourable profession. It may or may not be true that the "pressmen" with whom Mr. Hildebrand Harmsworth associates are as entirely careless of the truth as he suggests; he was speaking on oath and, so far as his own direct experience goes -remembering cortain carefully descriptive detailed accounts of massacres at Peking Legations—it is not my business to contradict him in that connection; but as a generalisation, applicable to pressuen with whom he a seandalous reflection upon journalism, and could not have come from any person having an atom of respect for the presumable means by which he obtains his daily bread.

As Mrs Phillips goes on to point out, there The case was adjourned till Friday. are still reputable journals in England, though Mr. Hildebrand Harmsworth and the Dally Mail may not know it. "And." he concludes. "I am confident there are hundreds of menting Fleat Street, some of them seamy at the elbows. who would sweep crossings rather than ride in motor-cars and seek to enter Parliament, if for the latter it were necessary to belong to such a profession as, under oath, Mr. Hildebrand Harmsworth represents his profession to be ."-Japan Chronicle.

LATEST STEAMER MOVEMENTS

The P.M. str. Mongolia, with mails on board. paper, are as follows :left Kobe on Monday, the 3rd inst., at 7 a.m., is expected here next Tuesday, the

The P.M. str. China will sail from Yokohama on Thursday, the 6th inst. via Japan ports and Manile, and is due here on the 19th inst. - The Indo-China str. Laisang, from Calcutta of, as now, by charges on merchant shipping. and the Straits, left Singapore for this port on

the 4th inst. at 2 p.m. The Boston S.S. Co.'s str. Sharmut arrived at Manils on the 4th inst.

SUPREME COURT.

Wednesday, 5th July.

IN SUMBARY JURISDICTY N.

BEFORE MR. A. G. WIVE (PUISNE JUDGE. "WHAT DOES A CHINNE EDITOR WANT

WITH A DATHROOM P" ·Chu Ling Kni, of 19, Jervois Street, journalistis sued Wong Lo Xat and Li Tai Sing, of 33 and 35, Gough Street, journalists, for \$77.50, damages done to some manuscripts of his and to clothing.

Mr. C. E. H. Beavis of Messrs. Wilkinson Grist) appeared for the plaintiff, and Mr Holborow (of Messrs. Deacon, Looker & Deacon) for the defendants.

Chu Ling Kai, the plaintiff, said-I am journalist, and was employed by Tam Sing Lum This employment was to commence on the 3rd June. I went into the premises of the Sai Kai Kung Yik Po newspaper on that day, and had my goods placed in an unoccupied room. Next day, at about two o'clock, I heard a noise down saw Wong Lo Yat and Li Tah Sing throwing The revolts in Russia are still my things about. I said, those things are mine; you should not break them. . Articles were

> damaged to the extent of \$771.50. Cross-examined—Before I was employed by Tam Sing Lum I was editor of the Cheung Kerok Po. I gave one day's notice. I returned from Japan several years ago, and have been literary man ever since. The place where I put my baggage was "a room for washing faces."

Mr. Holborow Did you know it was the bathroom of the old-pilitor? His Honony A Chinaman!

Mr. Holborow-Yes.

His Honour-Ahem Cross-examination continued :- This room adjoined the editor's room. I did not know these two rooms were occupied by the two new editors. Tam Sing Lum said they were dismissed. I did not place my biggage there to: "aggravate" these two editors, nor did I stack the goods against the door of their room.

His Honour-Your defence is that the plaintiff was trying to "aggravate" defendants?

Mr. Holborow-Things were put in the bathroom and were damaged by water. His Honour-I suppose they were angered

and went in and kicked them about. -Mr. Holborow My case is that this man went there and put his things slap across the doorway, so that it was impossible to get into

His Honour-Then the defendants should have removed them without damage. They had a right to put them out but not to cause unnecessary damage.

Mr. Beavis-Certainly, my Lord. Mr. Holborow But there is also the question of whether the defendants were the persons who damaged the goods. They were placed in

the old editor's bath room. His Honour-What does a Chinesa editor want with a bath-room? I expect it was used by the whole family. It was a cubicle, I suppose, about as big as this deak. I do not think the things are worth much.

Mr. Beavis-He is a literary person and has

His Honour-What the defendants did was very natural, and I do not say I should not have done it myself, but that does not say it was

Judgment and costs was given for the plaintiff against the first defendant. Judgment was given for the second defendant and costs. The amount of damage done was referred to the Registrar.

NAM CHOY BRICK, TILE AND TIMBER CO.

t. THE WING WO. CO. This was a claim for \$377, being the balance due for goods sold and delivered. Mr. Master app ared for the plaintiffs, and Mr. C. E. H. Beavis for the defendants.

Mr. Muster said that the plaintiffs had been established in the Colony for a number of years, and did a large business. They had done an extensive business with the defendant firm. In 1902 a halance was struck of the amount owing to the plaintiffs by the defendants, and it was found to be between nine and ten thousand What title Mr. Hildebrand Harmsworth dollars. Since then various amounts had been paid by the defendants and fresh goods ordered, till now the balance due was the amount

Mrs Bowis said that the defence was that in

payments made in notes, according to the custom of the trade, a certain commission was allowed. The defendants had made payments, but this commission had not been taken into consideration. Altogether payments had been made to the extent of 15,000, and the commission on this amounted to \$300 odd; the balance due to has no association, what he states on oath is the plaintiffs had been paid into Court. The rate of commission fluctuated according to the exchange rate allowed by the money changer. This custom had been upheld by His Honour.

LIGHT DUES.

Sir W. Holland, the president of the Association of Chambers of Commerce of the United Kingdom, has undertaken to second the resolutien relating to light dues on shipping, for which Mr. C. McArthur has precedence at 9 n.m. on Wednesday, the last evening sitting at the disposal of private members this Session. The terms of the motion, which have now been

A political note in the Times of June 5th

lighting of the coasts of the United Kingdom is a national duty, for the efficient performance of which full departmental responsibility should be assumed by the State, and the cost defrayed out of moneys provided by Parliament, instead

placed upon the House of Commons notice

The Shipowners' Parliamentary Committee are issuing an urgent whip in support of the motion, and in shipping and commercial circles an interesting debate is anticipated.

MANILA OPINION OF CHINESE EXCLUSION ACT.

The Cablenews has the following outspoken criticism of American policy :--

The cables flash too news that President Roosevelt insists that the few Chiness privileged to land on our shores, be treated with the same courtesy as shown to the people of other nations. To think that such an order should have been necessary: How humilinting, how degrading!

It is time that this little sop was thrown to them, though it will take more than sons to pacify the Chinese when once they are accused. It is time rather the disgraceful legislation regarding the exclusion of the Chinese is wined off our statute books. It has been one of the greatest disgraces of our ever-loose legislation. It was the work of the carly settlers of California, men who worked with their hands, and fest that every other hand might plack golden treasure from their grasp, It was a piece of vicious class legislation, and to-day works injury to the Pacific Coast even more than to the

There is no argument used against the admission of the Chinese which would not apply to the law-class Frenchiemigrant from Canada. below, and went to see what was the matter. I and the the low-class Enropean emigrant of

rest of the country, for now the American does

not want to work with his hands, and the broad

acres want to be tilled.

The French Canadian comes to a New England factory town with a dozon or sixteen for a few days each year when the sonucl taby arrives; all the children over ten years, by stating their ages as fourteen. They live in one room and take boarders. The ent raw pork and other cheap food. They pry no taxes and in two or three years the combined savings of the family are sufficient to buy a home in Canada. and back they go.

One has only to recall how many epidemics like grip and the spotted fever (Cerebro Spinal Moningitis), now rayaging not in America alone but in Europe as well, have come from their lands, to know what a menace these people are to public health, and what criminal charges

they may become to the State. The low-class Chinaman is dirty, immoral, and he takes his money back to China, but he lies brain power, and his nation is the coming commercial power of the world. The Chiuaman can imitate and if he has standards of cleanliness and morality enforced upon him, he can attain to them, when he sees it is for his pocket interest.

There should be restriction, stringent restricion of immigration, but exclusion, no. It is false to the principles of our national life, and has been too long a reproach to us. That the Chinese should need to practice the principle of retaliation is deplorable, but that

they should learn that principle from us is a humiliation to every right-thinking American. The United States can not go on stopping absent-mindedly, stapping on every other nation's toes, and then expect them to rush forward to buy its product.

We need Chinese in the Philippines. We should not throw open the gatesto indiscriminate. Chinese immigrations, but admit labourers, artizans and house servants. The labourers and artizans should come for not over 10 years, and abould be so registered and controlled by law that they would not be permitted to depart from the line of work for which they were admitted. No incoming Chinese should be allowed to go into business. We want here working men, not merchants.

JAPAN'S AGRICULTURAL COLLEGE.

In the Westminster Review Mr. Hubert Reade doubts if any English colony can show en institute for teaching agriculture comparable with that of Sappore, the capital of Hokkaido. Japan's greatest colonial dependency .

The story of Sappore proves the nature of the Yellow Peril. That peril is real, but it lies either in Japanese ambition nor in any fabled coalition between the Japanese and Chinese races It lies in Japanese thoroughness and love of work. Japanese and Chinese virtues, not their vices, are the danger which threatens our Western civilisation.

The Sapporo Institute has around it an estate of 6,000 acres, with much land elsewhere. From these it draws most of its revenues: The professors were originally Americans.

but have now been replaced by Japanese trained at the Institute. The length of the course of studies has been fixed at four evenrs, with 'a vacation of two and a half months per annum. The fees are about nine you or eighteen

shillings per session of three months, payable in advance. Discipling is maintained chiefly by expulsion in case of idleness. A preparatory school, a practical agricultural school, an engineering and a forestry school are attached to the Institute. In the two first the course is of two years; the Civil Engineering diploma can be won in three, as can that of the Forestry School The object held in view at Sapporo is notouly to train a staff for the Japaness Board of Agriculture, but to educate managers of farms

also to build up a competent ferestry depart-The course in the preparatory school, which the papils enter at 17 years old, is a two years'

sugar refineries, distilleries, and the like, and

During the first year the scholar studies English, modern history, algebra, trigonometry mechanics, acoustics, heat, inorganic chemistry, free hand and geometrical drawing, and drill. Instruction in Chinese furnishes a link with the past of Japan. Lessons in ethics remind as that we have to do with a non-Christian land:

German, analytic geometry, and the calculus are reached in the second year, tegether with surveying, the morph logy and classification of phanerogams, mineralogy, geology, optics, magnetism, electricity, and organic chemistry. students going on to the three year higher course have a formidable syllabus before them: They devote much time to natural science. cultivation, soils, and the means of improving them, and agriculture. Moteorology, the theory of agricultural machinery, zootechny, political economy and furm management, veterinary science, the maladies of plants, entomology so far as it concerns noxious insects, horticulture,

and manures are, also studied. Espporo gives huge doses of theory, but it remembers practice:

During those three years practical instruction, beginning from the first year, is given in the management of horses and oxen, in using agricultural instruments and machines, growing crops and vegetables rearing and tending fruit trees, preparing maunie, and making tools. Most of these subjects are continued in the

second year, when the student also learns how That, in the opinion of this House, the to rear silkworms, clear and drain land, prepare flax and hemp, milk cows, and make maple

> In the third year he is also taught to prepare cheese, condensed milk, hams, sait meats, oils, bread, and starch, dry fruits, and vegetables, ferment alcohol, and make soy and vinegar.

Gymnastics, on the German system, and military drill, form also leading features in the student's work. In a word, nothing is left to THE STRANDING OF THE "TRAVANCORE."

CAPTAIN'S ALLEGED INCOMPETENCE.

Marine court of inquiry into the stranding of the sailing ship Trananeore at Fo Kai Point on the 1st ult. and into the charges of incompetonce preferred by the grew against Captain W. G. Chamberlin, master of the said ship. was holdent the Harbour Office yesterday. The following gentlemen composed the court :-Hon; Capt. L. A. W. Barnes Lawrence, R.N. (President), Lt. Charles K. McCallum, R.N., H.M.S. Tamar, Captain H. Pybus S.S. Empress of Japan, Captain St. John George, 8.8. Marequaries and Captain W. Robbs & F. Taiping.

Mg? C. D. Wilkinson of Messes. Wilkinson. and Grist) appeared for the master of the Travancore, and Mr. J. Hayes (of Messrs. Johnson, Stokes and Master) appeared on belialf of the owners of the vessal.

The President stated that the court had been formed in the first instance in view of a latter received from a man samed C. Mitchell, representing the crew of the ship. He wrote: "As to why we should like an inquiry to be held in the stranding of our ship, is mostly on the neglect of our master and the officer to do anything towards the saing of the ship, and the handling of the ship before stranding and leav-

Transacore, was the first witness. He stated-I was officer of the watch from four to eight o'clock a.m. at the time the vessel went ashere. The wind was about E. S. E., and land was in sight since daylight on the port bow and beam. On the previous night the weather was thick and rainy, and there was no land in sight. Tho land sighted next day was about six miles off. I do not know, what land it was, as I had no so the next witness was called. on dock, when he took charge. After the n.m. on the morning of the 31st May. captain came on dock he ordered the bell to be pilot on the last tug left us about 1 p.m. were coming out he sent them to breakfast, as we got anchors secured and set all sail. ship aid not tack there wouldn't be room to sail we were on the port tack. At 3 a.m. wearher round. He came on deck about five put her on the starboard tack as

making water. me, a junior officer, to issue such orders.

by my seniors to give such orders.

parallel to it. I called the men away from the reference to any of the orders I gave-

auxiety, and the captain stated that he During the last hour the wind continued steady to within half a point.

we stranded from four to five miles off. W. C. Chamberlin, master of the Travaile to make sail in the mizzen, which this time core, deposed-On the morning of the 3 let | they did, and shortly afterwords the ves el. May we left Hongkong bound for Los Angeles | began to bump very heavily. The men then on the coast of British Columbia. We were left the ship and I accompanied them, but the in ballastrand were towed out by three launches. muster refused to leave and remained on the poop. About 3.30 in the afternoon the tugs cast off About 6 a.m. the master stepped into the first eventually sighted the Wagglan light. This we lost sight of about midnight. When I saw it at a quarter to twelve it appeared to be about W. by S. The light was showing for were then passed from the starboard bow of the about 20 miles. We were then on the starboard tack, and continued on the same till the time we went ashore. I sailed about seven points in the wind and was close bauled. We were making for the Bashee channel. After seeing the Wagglan light I went below, leaving the mate in charge of the middle watch. On the course we were steering. I did not expect to make land before daylight in the morning.

The President-You expected to see land at daylight, and wished to be called on land being sighted, and yet you did not go on deck unti about 7 o'clock.

Witness continued-On the morning of the 1st June everything was got right to go about. The land in sight I recognised as being Kni Point. It was then eight o'clock and I sent the men to breakfast. We afterwards tried to go about, but the vessel missed stays. considered then she was four or five miles the land. On missing I put the holm hard up There was a strong tide running is lowards the point at the time. The vessel awang with her bow on to the beach. I ordered sails to be clowed up and the stream anchor to be got but. A signal of distress was then hoisted, and Chinese launch, the Liking, arrived. I made a bargain with the master to tow the ship off, and to take the boat's crew to Hongkeng, there to obtain assistance. After striking the rock I sent a crew to Hoogkong in one of the lifeboats for assistance. The boat started under sail and oars, under which conditions I expected the would take 24 hours to Rach her destination. The Liking attempted to tow us off, but was unsuccessful. The rocks were on our port side, and we were swing in them before we got the auchors out. About three o'clock in the afternoon; I ordered the men to furl the sail, but they did not care.

about doing this as they thought the musts ing port; plso the way the master acted when -would-topple down; the ship at the time the ship strauded, and while she was on the was bumping. There was, in my opinion, justification for their refusal to go aloft . Harold B. Metclife, second cofficer of the When it got dusk I ordered the lifeboats to be got ready, and when they were hunched the ship was bumping so violently that I told the crew to got into the boats. I was in charge of one, and the chief : flicer in charge of another.

The case was adjourned at this stage until after the tiffin hour, when Mr. Wilkinson informed the Court that Captain Chamberlin had fallen ill, and had to be removed to Hespital.

access to the tharts. I was in sole charge of J. T. Roberts, chief officer of the Travancore during the night. the watch up till the time the master came | sworn, stated-We left Hongkoug shout 6.36 struck about ton minutes Cenrlier, and on the set the topsairs before dinner, and after dinner he afterwards intended to put the ship shout, tween seven and eight in the middle watch the Biedovy was taken to Sassho. On the Bist The vessel was travelling about 24 knots. We Captain came on deck and asked me why 1 were on he starboard tack and carrying all set the mainstil and the top galants; I set sails except the royals. The watch on deck them on account of the scarcity of wind. We would have been enough to put the ship round | can set sails without first consulting the capif necessary. During the period I was in charge, tain. When I left the deck at 8 o'clock the the ship was sagging down on the land, and as the Wagglan light was in sight. I did not I was getting anxious I went and told the return to the deck until midnight, and as it captain. He replied that he would be up in a was then all plain sailing, I did not communfew mantes. About ten minutes later I went | icate with the captain, neither did he come to down again and told the captain that if the deck. When the turn left us and we made minutes later to get the ship round. Every- wind was E. by S. She was kent thing, was done to wear hor, but she refused the starboard. tack - until four o'clock stays. I previously gave the order to swing when I was relieved by the second mate. About out the two life boats when the ship was this time the captain came on deck and about 50 yards from the rock. These were informed him that the vessel was on the sufficient to carry all the crew. It took from starboard tack and steering N.N.E. About four to five minutes to get the life boats off the 7.40 on the 1st June I was told by the second

tavits. The captain was on the bridge when I officer to hurry up and come on dock. On going gave this order. The buts were only lowered up I found the men'at their places and that they a short distance, and the rowlocks, etc., were got | had tried to put the ship about, but she missed ready for use. I ordered the carpenter to stays. Then the main crossjack yards were sound the well, and found that the ship was squared, and an attempt was made to wear the ship. I was standing by ready to square the previous night, the battleships Nicolar I, tof peace, and in so far as it had failed, the battleships Nicolar I, tof peace, and in so far as it had failed, the battleships To the President-It was not unusual for foreyards to ship about clear when I heard an Seniavin. Apraksin, and Orel, and the cruisor no fault of the signatories, to preserve peace, order given to lower the boats. This was before Izumrud were steaming for Vladivostock, the remedy should be sought in future in enlarge Questioned by Mitchell, the crew's representa- the vessel struck. After the ship struck the tive, witness said-I could not say whether the captain gave the order to clear the sails up. Captain was under the influence of liquor or | The gig was sent in charge of the second sober when we left Hongkong. When he came officer and four men to Hongkong for assistance on account of the scarcity of ammunition, the on deck at 7.10 a.m. on the morning of the 1st about 10 a.m. We then laid out a kedge on ultime, be asked me what he had been doing the starboard quarter with 5" however, and tried the night before. I gave the orders to lower to haul off by this means. Not being successful the boats, because there was no attempt made a proposal went round to take to the boats for the night, and it was agreed to by the captain. To the Court—There was no lead hove in my We then went in the two tugbests and lay off watch. The anchors were ready, but no orders | the ship until about 2 d.m. of the 2nd June. were given to "let go" at the time. When I During the afternoon of the 1st June a launch first sighted the land the ship was running came alongside and tried to tow us off, but it was of no use. I sounded and found the forebraces to get the boats out without consulting peak had eight feet of water, but the ship was the chief officer. After the ship struck the | not making much. On the 2nd a Chinose captain gave orders to "clew up." I did not revenue cutter the Liking anchered and stood be taken. consult the captain or the chief officer with by us. Order was given to set the sail on the mizen, but the men refused to do so by reason To seaman, Mitchell-The course made by of the ship being driven furtheron shore. This the ship from six to eight o'clock by the occurred about 8 pm, when the men came aft and standard compass, dead reckoning, was N.E. said it was time to leave the ship. The mate said, all right you can go. The men then went To Mr. Wilkinson-I called the captain | in the two lifeboats to the Liking and I remained because there was land in sight at a distance | with the muster. At 9.15 a heavy squall struck the of about six miles. At that time I felt no | vessel from the westward and heavy rain. This caused the ship to move her bows which were would shortly put the vessel about. We were paid off by reason of the sail set on the foremast travelling at a speed of from two to three knots. and had sail been set as ordered on the after masts the vessel would have gone clear. As it was she glided forward, but got hung up by the To Mr. Hayes-I could see the rocks on which sternpost, and her bows swinging room ., she became again stranded. The men were ordered

Travancore to the Robert Cooke. As soon as

the hawsers were made fast the craw again

left the ship in the two boats without

permission, and the master and I slope remained

on board. The Robert Cooke then commenced

to go ahead, and on the 3rd ultimo the vessel

was cleared. After a consultation between Mr.

Mar in, first mate of the Robert Cooke, and our

captain, it was decided to continue the toware

of the Travancore to Hongkoug provided the

men could keep the water down by pumping. We

were towed into Harlem Bay, where we anchored

Witness-I did not give any orders to be | in four fathoms of water. When the ship was pumped she was towed to Hongkong.

To the Court-It took some three minutes to get the anchors clear for letting go. The ship's log was lost during the second time the boats left the ship. The crew are principally English and Irish. I had nothing to drink before leaving Hongkong. We were carrying stone and sand ballast. I cannot say that I have ever seen the master under the influence of drink. The rocks seemed to be about three fourths of a foot distant when

we missed stays, I received no orders from the second officer when I relieved him at midnight. I have been first officer in the sh with the present captain since 23rd November of last year.

The inquiry will be continued on Friday.

ADMIRAL ROZHDESTVENSKY REPORT TO THE TSAR.

· I william to the same of the

INTERESTING STATEMENT. The following bullet'n has been published by the Naval Staff of the Imperial Headquarters: Admiral Rozhdestvensky, after he was taken in charge by the Imperal Fleet, applied to Admiral Togo and obtained permission to send the following telegram to his Majesty the

" H.M. the Tsar, Tsarskoe Selo. the Japanese fleet, consisting of 12 ships, and lines inde d, so moderate that one is more than their cruiser squadron consisting of not-less over at a less to understand why Russia did no han 12 ships, on the sea between the south end jump at the opportunity of at I ast consolidatof Tenshina and the maintend of Japan. At Jung her position in Manchuria before disclosing half-past two, the Succroff was compelled to by her overbearing and irreconcilable attitude leave the central position. At half-past three | the unmeasured lengths of her ulterior ambi-I and a portion of my Staff, while we were tions. The humanity and self-control displayed unconscious, were removed on board the Buing. by the Japanese and their Government during There we found a portion of the crew of the the war, to which a well-des rved tribute has

transferred to the Donskoi I was removed into the Groski.' On the evening of the 28th I know that the Biedovy had surrendered to two Jaranese destroyers. On the 30th the I was informed that Nebogatoff was at Saseho. . " ROZHDESTVENSKY."

" Aide-de-Comp to his Imperial Majesty." The Tear replied in the following telegram to Admiral Rozhdestvensky, through the French Minister in Tokyo. The telegram was dated June 9th in the afternoon. M. Harmand, the French Minister, delivered the message with the following note to Admiral Rozhdestvensky:-" I have just received the enclosed Imperial telegram, which is herewith handed to your Excellency." The telegram reads :-

" Admiral ROZHDESTVENSKY. We dooply appreciate the services of you and the whole of the men of the squadron; who staked your lives in the fighting and faithfully discharged your duties to Russin and Ourself God did not enable you to crown your efforts with a glorious victory, but Russia will olways be proud of your valour, which will be remembered for ever. We wish your speedy recovery from the wound. God will console you.

" Soon after he was taken in charge of by the Japonesa Fleet, Admiral Nebogatoff obtained Admiral Togo's permission and dispatched the following telegram to H.M. the Tsar :-

"H.M. the Tear, St. Petersburg. "I respectfully bog to address your Majesty. On the 28th, after severe fighting during the wifee they were surrounded by 27 Japanese warships (exclusive of torpedo-boats). We were in a position in which it was absolutely impossible to resist the enemy's squadron. damage to our guns, and the loss of all fighting capacity in the Orel. It was not only useless to further sacrifice the lives of 2,400 men, yet we had to contemplate during so if we resisted. under the circumstances. Therefore the four ships, with the exception of the Izumrhd, which taking advantage of her high speed escaped. were compelled to surrender, upon conditions that all the officers would be allowed to retain their swords and that endeavours would be made to induce the Japanese Government to allow the officers to return home on parole. The conditions have been generously opproved by his Imperial Japanese Majesty. I wak the instructions of your Majesty as the course to

The officers killed in the fighting are Lieutopant Baron Mirboff, Sub-Lieutenant Subjusty, and 6 men, and the wounded are 5 officers (including the captains of the Orel and Nicolai L and 22 men, exclusive of other officers and men of the Orel_

NEBOGATOFF.

On June 12th Admiral Rozhdostvensky addressed the following telegram to H.M. the Tear through Admiral Togo :-

" H.M. the Tsar. "A few hours before the receipt of the Imperial telegram, I received the news of the surrender of my battleships Orel, Nicolai Seniavin, and Apraksin on the 28th, and I was grieved at the news of this calamity. I believe the responsibility for this devolves entirely upon myself, and I earnestly ask for the Imperial indulgence for those in a sad position.

"ROZHDESTVENSKY No answers have been received from H.M. the Tsar to the second telegram of Admiral Rozlidestvensky or to the telegram of Admiral Nebogatoff. Admiral Nebogatoff and other officers who surrondered do not wish to return on parole. It being inconvenient to beth parties that they should be left in the care of the Navy and we were able to make sail. The wind was boat that came alongside and went to the any longer, Admiral Nebogatoff and other officers variable. We set what sail was required and Liking, we laid off the ship and about 7 a.m. on the understanding that they would be allowed sighted the Robert Cooke. She came to our to return to Russia on parole when the sanction a sistance, bringing the second officer and crow of the Tsar, permitting them to do so, has been back from Hongkong. Hawsers of 45" wire received.

WEATHFR-REPORT.

The Hongkong Observatory yesterday issued the following report:-

falled over E. Japan, and risen over China-and Pressure is lowest over N.E. Japan.

highest over the Pacific to the E. of Gradients are slight and moderate S.E. and S. winds may be expected in the Formosa

Channel and N. part of the China Sea. Forecast:-S. winds, light to moderate ; fair.

THE "TIMES" AND THE

ANGLO-JAPANESE ALLIANCE. The Times of June 5th says : - In the interval which has clapsed since, more than four months ago we first prossed upon too British public, and specially upon the responsible statesmen of the Opposition, the question of the progressive development of our relations with Japan, its importance has come to be more and more widely appreciated both in this country and in Japan. The chief spokesmen of the Liberal party have in turn publicly recognized the calue of the Angle-Japanese Agreement of 1902 as the logical outcome of that community ? of interests between Great Britain un Japan which Lord Ros-bery's statesmanlike-instinct had discorned as far back as 1895, when he refused to make this country a party to the ocercion of Japan after the Treaty of Shimonoseki, and which the subsequent course of events in the Far East had repeatedly and conspicuously demonstrated That the Anglo Japaneso alliance had localized the present conflagration and averted the danger of a world-wide war is now almost universall; admitted, and the on y argument left to its opposients is that it failed to prevent the out break of hostili ies. . The responsibility for that failure dies nor, however, he with those who fram-d the alliance. The event has morely shown that no efforts of state-man-hip could arrest the headlong course of the adventurous foregs to which the Tsar's Government had given free rein in Asia. It was, on the o her hand largely un or a sense of what was due to the alliance that the Japanese Government framed the proposa's made at St. Petersburg for a "At 1.3 o'clock on the afternoon of 27th May, diplomatic settlement of the questions at issue opened the fighting against the main force of on lines of studied and extreme moderationthat there is no v no substantial divergence

Osliabya, which was sunk, already aboard the been rendered by Sir Edward Grey, have so profoundly deepened the impression created by "The command of the squadron fell upon their magnificent courage and national efficiency. "The Buing was isolated from the squadron opinion in this country as to the maintenance and renewal of the alliance. As Lord Lansdowns "On the following morning we met the pointedly declared on Thurst y last, the only Donshoi , which was accompanied by two practical question for consideration is whether destroyers, and the crew of the Osliabya was means should not be sought to strongthen and consolidate the alliance. The importance and significance of that declaration are heightened by the fact that, within the very next twentyfour hours, sir Henry Campbell-Bannerman took an opportunity to turn aside for a moment from the narrower issues of party polemics in order to acknowledge the services of the late Lord Salisbury and of his successor at the Form eign Office and to declare that "any Liberal Government would follow out faithfully and zealously the line of policy which Lord Linadowne had assumed." Those who believe with us that in the direction indicated by the Secretary of State for Foreign Affairs lies one of the surest guarantees for the advancement of peace and civilization throughout the world will welcome with ungrudging satisfaction the patriotic attitude adopted in

this matter by the leaders of the Opposition. for it can only strongthen the bands of His Majesty's Government in their negotiations with our allies by confirming the confidence of the Japanese Government and nation in the steadfastness of British friendship; and the con inuity of British policy. If the leading newspapers of Japan reflect, as

we believe they do, the views of influencial

Japanese circles, there can be little doubt as to

the s-nse in which our allies approach the

question. Our readers will remember the cordiality with which the first reference we made to the expediency of a renewal of the Any o-Japanese affiance on un even broader basi, than the agreement of 1902 was greeted in Tokyo. The alliance, it was held, had been ondruct d on both sides in the hope not of war but ing its scope and broadeding its foundations. We are convinced that these are wise counsels and that the maintenance of the future peace of Asia can be given no stronger bulwark than a solid alliance between Great Britain and Japan for mutually defensive support in Asia, on lines approximating more or less closely to those of the Austro German and Franco. Russian treaties in Europe. Japan is rightly determined that the present war shall result in a lasting peace, and not in a more truce to be used by her antagonist for the purpose of preparing a revanche or of organizing some new coalition against her as in 1894 The interests of Great Britain equally demand that a permanent barrier shall be opposed to the aggressive forces which are gradually transforming her position in Asia from that of an insular into that of a Continental Power. No combination of material forces could be more effective for both purposes than that which would be at the command on sea and on land, of au Arglo-Japanese allianco. It is not, however, necessary to the two contracting

Powers alone that the allie co would afford an invaluable guarantee for the preservation of their possessions and the protection of their interests in Asia. Inasmuch as it would be directed sololy against any further attempts to disturb the status quo or to undermine the freedom of commercial intercourse in which all nations claim to be interested, we see no reason why it should provoke the antagonism or suspicions of other Powers. To the Chinese Empire it would give security against encroach. ment from without, and afford breathing time for the work of internal reformation of which the Chinese themselves must soon r or later recognize the meed. It would preserve the "open door" which the United States have proclaimed to be a vitil American interest. It would, in fact, be essentially a defensive pact to which all other Powers ac unted by similar purpo es could adhere, and it might thus become the nucleus of a pacific lengue which would arrest the dangerons development international rivalries in Asia and altimately stay the growth of the heavy, burden of armaments which such rivalries inevitably

bring in their train. The moment is, we believe, ripe for such a step. The cordistity of our relation with France ... Mr. Trotter, Board of Trade Inspector, on come, in St. Penersburg, this aspect of the may generally be estimated by the resulting

THE LONG HING PHOTO COMPETITION FOR AMATEURS.

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17, QUEEN'S ROAD CENTRAL, HONGKONG

Hongkong, 3rd July, 1905 Alliance need constitute no menace to those interests, but that, on the contrary, her own. adhesion to is principles would best enable her to resume speedily and offectively her proper position in Europe: As for the cry of the Yellow Peril," we are confident that in this country, at any rate, it will be raised in vain. though echoes of it may still reach us from the Continent, where it is prompted in some quarters. as in France, by an unreasoning if excusable prejudice against the victorious for of the nation amie et alliée, and in others perhape, as in Germany, by the suggestions of a quilty conscience which remembers that, if Russia is reaping the whirlwind in Manchuria, it was German aggression at Kinochau that first sowed the wind. We certainly have no wish to institute at the present moment comparisons between the two belligerents which would aid bitterness to the cup of Russia's humiliation. All that we need say is that, judged by every standard of modern civilization and by every principle which underlies one professions of Christianity, Japan in peace and in war has stood triumphantly-the most severe-tests by which the highest qualities of a great nation can be tried. If the Japanese have learned much from the West, let usacknowledge a'so that they have set-us-in reinra anexample of high endeavour and strenuous days ion to duty which we may well study with advantage to ourselves. Japan has proved up to the hilt her right to be trated on a footing of absolute equality by the nations of the world; und, if in the last resort she enforced that right by blood and iron, let us remember that she has done so only under the extreme pressure of Western aggression. We can conceive no surer way of averting the danger of racial antagonism, if it in reality exists, than an alliance between the Island Empires of the West and of the East based on a community of peaceful interests, on joint responsibilities of inutual defence, and on kindred ideals of patriotism, progress, and freedom.

THE CHINESE AMERICAN BOYCOTT

A poet in the Sing tporer Free Press has the following pro-Uhinesekrarses:-Though you sirily sing of the Boycott, (And doubtless twill all end in smoke) Making light of the Chinaman's trouble And treating the same as a joke : Methinks on the whole there is really Sound sense in the Chinaman's view. And that some day the toler-ut Briton.

May pick up the Chinaman's cae. No matter what country you mention Wherein trade restrictions are made The Yank leaves it furlongs behind him Regarding restrictions to trade. With a selfishness passing all telling, And a graspingness none can surpass,

Stands quite in a separate class. Let me quote you a solit'ry instance. Let us turn to the Philippines-how We growled in the past at the Spaniards. Then-look at the Philippines wor." Try and ship any thing to Mauila, And, in view of the newly made rules, You'll pity the poor old Spiniards. As quite elementary fools.

The Eagle that's turned to a Vulture

Declaration upon declaration You must solemnly swear to and make. While your head swims with white forms and

blue forms And doubts as to which one to take: While the Doctors and Consuls surround you 'Till, at last, in despair you append Your perjured name to the foot of Forty papers you can't comprehend,

Though you airily sing of the boycott, I, for one, with a whole-hearted zeal. Wish success to the Chiusman's efforts, Whereunto I hereby set seal. May the day soon arrive when the boycott Assumes a quite general type :-For badly the Yank needs teaching, And surely the time is ripe.

CASUALTIES NOT UNWELCOME.

The following note, referring to the Londonmarine insurance market, is from the Times :-Underwriters generally complain of the almost unprocedented dearth of business more especially of business in which a reasonable profit can be seen. With the great and continuous fall in the values and premiums on hall insurancesalmost every fleet which comes forward sets up a new "lowest on record" for itself-belief the policy of standing aside is spreading. It is difficult to see where any improvement is to come from, at least for a year or two. Shipbuilders, anxious to get work for their yards, are building good new cargo stemmers at very low prices and shipowners, with the inducement of cheap building before them, are adding to the word's superfluity of steam tonuage. Until the demand for the services of shipping shows' some signs of catching up with the almost appalling supply, values must fall and freights be unprofitable. Marine insurance must contions to suffer with the industry of which it forms part. A. few beavy lesses at sea may stiffen the market have a little, and for this reason the casualties of the past week are not THE WELCOME.

ELECTRIC SHOCKS ON TRAMWAYS. Blake Pier by Rickeha or Electric Tram.

enables us to take her freely and frankly into this subject says: "Without wishing to make our confidence. Our French neighbours are light of the effect of electric shocks of 500 beginning to understand that if the Dual vo.ts, or to underrate the importance of secur-Alliance has, failed to fulfil their expectations ling the confidence as well as the safety of the it is because Russia was unfortunately tempted public, it should be observed that the electrical to turn it to account mainly for the furtherance pressure of 500 volts has been deliberately of her adventurous policy in Asia. The com- chosen because the results of shocks, due to mon and legitimate interests of both France light or brief contact with a charged wire, are Jamein in Europa have thereby been not serious. The employees on trammay works seriously jecpardized, and when the hour of often receive them, generally through careless-On the 5th at 11.47 a m. The barometer las requeillement comes, as it must sooner or latter ness. The injury produced by such a shock

situation ereated by the war will be recognized, burns; shocks due to bigher pressures are we have no doubt, on the banks of the Neva accompanied by injuries to the nervous system. as fully as it already is on the banks of the A passenger on an electric tramway should not Seine. Whenever Russia realizes that her true | be in more danger of receiving an electric sbook interests as a great European Power require the than a passenger on a railway is in danger of modification of Asiatic ambitions of which the being scalded. It may be added to this that the vastness has outrun her project strongth. the voltage on the Singapor - trainways will be from will realize also that an Angle Japanese 500 to 550; Singapore Free Press.



MARK.

CLARETS

	il doz.	2 doz.	* Ldoz
		Bottles. 1	
VIN ORDINAIRE	\$4.75	\$5.75	\$8.75
COTES	and and		9.25
MEDOC		6.75	9,75
Sr. EMILION	6.75	1 7.75.	10.75
MARGAUX	7.00	8.00	11.00
ST. JULIEN	8 00	9,00	12.00
ST. ESTERHE	10.50	11.50	14:50
Cos Sr. MICHLL	12.50	13.50	16.50 -
CH. LEOVILLE	. 1.4.4	14.00	17.00
Cu. LAROSE	13.00	14.00	17.00
AME	ERICAN	.	60
CALIFORNIA	\$4 ,75	\$5.75	\$8.75
ZINFANDEL :	5.75	6.75	9.75
SPA	anish.		The same of the sa
VALDEPENAS	84.75	\$5.75.	\$9.75

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THE PUBLIC MAY RELY IMPLICITELY ON GETTING FROM US

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LARGEST

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MANUFACTURERS IN CHINA, AND STOCK THE GREATEST VARIETY OF MAKES.

Hongkong, 9th June, 1905.

GEO. FENWICK & CO. LD.

ENGINEERS AND SHIPBUILDERS MIIS Old Established Firm especially

A. Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Launches will call alongside vessels in the harbour flying the Call Flag E. "elephone-142. ---Hongkong, 2nd January, 1905.

DR. NEWELL WILSON.

Latest American Methods. Resonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the

General Post Office and opposite to the side entrance to the Hongkong Hotel). Hongkong, 5th 1905,

NOTICE. Communications respecting Advertisements, Bub riptions, Printing, Binding, do, should be addressed DAILY PRESS only; and opecial business matters THE MANAGER.

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ADVERTISEMENTS

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ATANTED a COMPRADORE by an European firm doing piece goods and general business. Must furnish security for

Apply by letter to-Care of Daily Press Office. Hongkong, 6th July, 1905.

WANTED.

DURNISHED HOUSE in MACAO for one month. Must be near the Seashore. State price and situation to-Care of Daily Press Office.

Hongkong, 6th July, 1905,

TATE have this day anthorised Mr. CARL ROBERT LENZMANN to our firm from this date. CARLOWITZ & CO. Hongkong, 6th July 11: 5

NOUSES Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to-

TO LET.

CHINA MERCHANTS B.N. CO., 5 & 16. Praya West, Hongkong. Hongkong, 6th July, 1905. NOTICE.

LL PERSONS baying. Claims against A Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney. WILLIAM JAMES HORDS, c/o the undersigned, when they will be promptly lignidated.

Unless such claims are sent in prior to the 31st July, 1905, no notice will be taken of them and they will not be recognised. 8. Des Vœux Road Central. Selicitors for the said Mr. WILLIAM JAMES Honns, Attorney for the said JAMES R.

SYMINGTON. Dated the 5th day of June, 1905;

NAVY CONTRACT.

FILENDERS are invited for the supply of LABOUR and JUNKS in connection with the COALING of H.M. FLEET, &c., at Hongkong, for a period of 12 months from the lat August, 1905. Forms of tender can be obtained on applica-

tion to the NAVAL STORE OFFICER H.M. NAVAL YARD, Hongkong, and should be returned not later than Noon on 19th July, | decreasing to 10 feet on its Southern side. The Hongkong, 6th July, 1905.

RUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction On SATURD Y, the 8th day of Juny, 1905, at 2.80 P.M., at his Approved, SALES ROOMS, Queen's Road, SUNDEY HOUSEHOLD and OFFICE

FURNITURE, BLACKWOOD TABLES and STANDS, CROCKERY, GLASS and PLATED WARE: ROLLTOP OFFICE DESKS. WRITING TABLES, COPYING PRESS and STAND.

ADLERS TYPEWRITER, 20 PAIRS TELEPHONES and CORDS, PIANO, l'ERMS OF SALE :-As Customary.

V. I. REMEDIOS, Hongkeng, 6th July, 1905. PORTLAND AND ASIATIC STEAM-SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA." FROM PORTLAND (OR.), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk

and expense. No Fire Insurance will be effected by us in .M. MUMEYA, JAPANESE ABTIST. any case whatever. ALLAN CAMERON.

General Agent. Hongkong, 5th July, 1905.

DUINART PERE & FILS, RELMI.

Established 1719. CHAMPAGNE-GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CC Solo A gents.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE. FORE ALWAYS FRESH

Hongkong, 17th May, 1905.

DILEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE. and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO.

Hongkong 28th November, 1902. 100 CIEN TING.

SURGEON DENTIST. No. 10, DAGUILAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903.

INTIMATIONS.

TUITION. ESSONS given in English.

P. O. BOX 335, Hongkong, 4th July, 1905. ---- [1594

TYPEWRITERS CLEANED and RE PAIRED by a First-class Mechanic. Apply

T. C. SWABY, 4, Queen's Road Central." Hongkoug, 4th July, 1905. HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to subscribe SUBSCRIPTION CRIPTING SUBSCRIPTION GRIFFINS for the next RACES will oblige by at once sending in their names to the undersigned. T. F. HOUGH.

JUST UNPACKED.

Hongkong, 1st July, 1905.

Clerk of the Course:

CONSIGNMENT of the well known PLASMO V BISCUITS. They contain 20 per cent, of PLASMON and are more easily digested and afford greater nour shment and sustenance than any other. PLASMON raises the actual flesh forming value of food to a high and trustworthy dogree. They are made in four varieties :-SWEET, PLAIN (unsweetened), WHOLE-MEAL,

and CELERY. H. RUTTONJEE. Hongkong and Kowleon.

Hongkong, 4th July, 1905. STENOGRAPHY-AND TYPEWRITING

T. C. SWABY EGS to announce that he has opened an Office at 4, Queen's Road Central (1st Floor), where he will be prepared to undertake,

SHORTHAND and TYPEWBITING work All work-will-be executed promptly at Moderate Charges. A Class for instruction in PITMAN'S SHORTHAND will be held daily (except

buturdays and Sundays): fee \$10 per month. Individual Tuition by arrangement. Telephone:—No. 454. Hongkong, 1st July, 19:5.

CANTON DISTRICT. LOCAL NOTICE TO MARINERS,

No. 75. JOHNSON, STOKES & MASTER, Iron, Wooden and Taishor Barriers, widening of Channels through,

> TAT OTICE IS HEREBY GIVEN that the Channels through the Iron and Wooden Barriers in Collinson Reach and Taisbek Barrier in Blenheim Passage, bare been widened and deepened as follows; -IRON BARRIER, 420 feet of the Central Section of its Northern and have by .. removed, leaving a passage of 570 feet in depth of 16 feat at low water of S. WOODEN (OR BRIDGE) L BRIER The entire barrier has been removed and all

obstructions cleared to a depth of 16 feet at low water of Spring Tides. TAISHEK BARRIER. The passage through this barrier has been widened to 400 feet with a depth at low water of Spring Tires of 12 feet on its Northern side, gradually Northern side of the Channel is marked by two the new Proprietors. bencome each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical busy surmounted by a Green

Light at Night J. HOWELL MAY Harbour Master.

J. MAYERS. Acting Commissioner of Customs. Custom House. Canton, lat July, 1905.

HONGKONG BUSINESS DIRECTORY.

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Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to prepared to ACCEPT RISKS against FIRE ssels in the Harbour.

KWONG SANG & CO., Shipehandlers Sailmalers, Provisioners, Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants 57 58 & 59, Counnaght Road, New Praya Central

DIRECTORY AND CHRONICLE

Small ... * 6.00 Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

PRESS" OFFICE, or Local Booksellera Hongkong, 11th May, 1905.

AUCTION

PUBLIC AUCTION.

TAM ESSRS. HUGHES and HOUGH have received instruct one to sell by Public Auction

On FRIDAY. the 21st day of JULY, 1905, 28 P.M., at their SALES-ROOMS, the following VALUABLE LEASEHOLD PROPERTY situate at MOUNT KELLETT in the Colony of "Hongkong, viz :--1. All that piece or parcel of ground being

portion of the piece or parcel of ground situate at Mount Kellett uforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North Side thereof on a portion of the said Rural Building Lot No. 76 described on the Sala Plan thereof as Lot No. 2and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or therenbouts on the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56700 square feet or thereabouts Apportioned Annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building Lot No. 76 abutting on North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said Sale plan Lot No. 1 and measuring thereon 330 foot or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 199 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. ? and contains an area of 56700 square feet or thereabouts. Apportioned Annual Crown Rent

The above two pieces or parcels of ground are beld from the Crown for the residue of a term of seventy-five years from the 6th day of March, 1876, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 duted the 3rd day of June 1892.....

A Sale plan of the said property can be inspected at the Office of Mesers. JOHNSON. STOKES AND MASTER and at the Auctioneers' For further particulars and conditions of Sale

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendors. or to Messes, HUGHES & HOUGH, Government Auctioneurs.

NOTICES OF FIRMS

Hongkong, 22nd June, 1905.

Y interest and responsibility in the firm of H. PRICE & CO., Wine and of H. PRICE & CO., Wine and Spirit Merchants, ceased on the 39th April. HERBERT PRICE. Hongkong, 1st July, 1905.

TALE boy to notify the Public that the VV firm of H. PRICE & CO., Wine and Spirit Merchants, 12 Queen's Road, will be carried on in the same place and manner by

H. PRICE & CO. Wine and Spirit Merchants, 12, Queen's Road, Central Hongkong, 1st July, 1905.

NOTICE. A AVING resigned my position in the Pacific Mail B.S. Co.'s Office in this Colony, I beg to inform the Public that I have established myself as FREIGHT AND GENERAL BROKER under the style of ROZA PEREIRA & SONS. A. M. ROZA PEREIRA.

No. 1. Duddell Street. Hongkong, 4th July, 1905.

INSURANCES

NTORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT SIST DECEMBER, 1974. £17,161 299

AUTHORISED CAPITAL ... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000. PAID-UP CAPITAL I. FIRE FUNDS....... 3,001,266 12 9

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agonts. Hongkong, 30th June, 1905,

L'UNION OF PARIS FIRE INSURANCE

COMPANY, LIMITED THE Undersigned having been appointed A AGENTS for the above Company are prepared to accept Risks against Fire at current

SIEMSSEN & CO. Hongkong, lst January, 1904.

AACHEN AND MUNICH FIRE IN SURANCE CO. OF AIX-LA-CHAPELL. THE Undersigned, having been appointed AGENTS for the above Company, are

" Current Rates. REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897 NOW READY.

A TABLE OF THE OF EXCHANGE AT HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mails; also Table of Yearly Approximate Averages FOR 31 YEARS,

.... 1874 то 1904. Price \$2 Cash. On Sale at the "DAYLY

PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY,

LIMITED. NOTICE.

CHAREHOLDERS are reminded that the FINAL CALL of \$10 per shape on the new issue of Capital is due on the 30th June,

SHEWAN, TOMES & CO., General Managers. Hengkong, 27th June. 1905.

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905; at 11.30 in the Forencon, when the subjoined Resolution, which was passed at a Meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution. RESOLUTION : That the Capital of the Company be increased.

to \$500,000 by the creation of 20,000 new shares of \$10.00 each. SHEWAN, TOMES & CO., General Managers. Hongkong, 21st June, 1905. THE HONGEONG ELECTRIC

COMPANY, LIMITED.

A SIXTEENTH ORDINARY YEARL MEETI VG of the SHAREHOLDERS will be held at the COMPANY'S OFFICES, St. George's Buildings, on BATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April: 1905, and electing Directors and Auditors. The TRANSFER BOOKS of the Company

will be CLOSED from the 1st to the 15th July, both days inclusive, By Order of the Board of Directors. GIBB, LIVINGSTON & CO.,

Hongkong, 23th June, 1905.

REWARD OF 85,000.

AFFERED by the undersigned for the Arrest and Conviction of any person or nersons who are in the habit of S.AUGGLING large quantities of Opium into this Colony. CHIN JOO HENG CO.

Opium Farmers. Hengkong, 20th June, 1905. ROBERT CRAWFORD'S

C. C. C. WHISKY, ... \$10 Per Dozen. Sole Agent:-

KWAN TYE. 110, Queen's Rond Central, Hougkong, 12th April, 1905. NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, teg o notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:-1. SERVICES up to 50 feet in length will

2. NO CHARGE will be made for METER-THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried but by the Gas Company. ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intend ing or existing customers. The Company hire or sell all kinds of Gas Fittings whether for Heating Cooking or

their Stock at their NEW SHOW ROOMS at WEST POINT. GEORGE CURRY. Local Secretary. Hongkong, 14th June, 1905.

BOARD AND RESIDENCE.

DENSION FRANCALSE AND RESTAURANT. 49, POTTINGER STREET, TENUE PAR MEET, GUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK. Torms: \$3.50 per day. Reduced Terms for an Extended Stay. Hongkong, 13th January, 1905. BOARD AND RESIDENCE.

TAN RS. G.I L ENAND B B B " GLENWOOD. 27. CAIME ROAD.

Hongkong, 19th March, 1904. FIRST-CLASS BOARD & RESIDENCE

BRAESIDE! LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home coinfort. Fine View of the Harbour; Terms moderate.

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MAURNISHED ROOM with Board in Private Family J. D.,

Care of Daity Press Office.

TO LET.

Hongkong, 22ed June, 1905. TO LET. LURNISHED ROOM with Board. Tennis. Court. Near Ferry, Kowloon,

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TO LET. SPACIOUS APARTMENT, suitable for Office, on the 2nd Floor above TAK CHEONG, Tailor. Apply to-

TAK CHEONG, No. 50 & 52, Queen's Road Central. Hongkong, 30th June, 1905.

TO LET

HONGKONG CLUB.

TO LET.

WO ROOMS on the Ground Floor of theannex, from 1st September next, suitable for Offices. For particulars apply to the undersigned. C. H. GRACE,

Hongkong, let June, 1905. TO LET.

OP FLOOR, No. 4, Morrison Hill Road consisting of 2 spacious rooms, large hall, kitchen and bathroom complete. Apply at 4. Morrison Hill Road. Hongkong, 30th June, 1905.

TO LET.

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A BUILDING at Causeway Bay, at present in occupation of the Steam Laundry Co., Ld. Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LD. Hongkong, 29th June, 1904.

GODOWNS: PRAYA EAST.

TO LET.

TOTICE IS HEREBY GIVEN that the WATTH IMMEDIATE POSSESSION "FOREST LODGE" Caine Rond. Apply to-

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14. Arbuthnot Road. Hongkong, 13th May, 1905. Lighting and INVITE INSPECTION of TO LET. ATO. 12. KNUTSFORD TERRACE.

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Hongkong, 9th June, 1905. TO LET. CODOWN. No. S, NEW PRAYA, Kennedy Town. Apply to-HONGKONG LAND INVESTMENT

& AGENCY CO., LD.

TO LET. TATO. 74, CAINE ROAD. No. 2, MACDONNELL BOAD. Apply to-COMPRADORE'S DEPARTMENT Nippon Yusen Knisha.

Hongkong, 28th June, 190

Hongkong, 3rd June, 1905.

TO LET. 66 WOODBURY," GARDEN ROAD, KOWLOON. Detached House and Garden, Moderate rental. Possession let June, 1905.

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49, POTTINGER STREET. ARRATOON V. APCAR & CO. 45, Wyndham Street.

Hongkong, 4th July, 1905.

TO LET.

TO LET OR FOR SALE, UNHEVED 33, Robinson Road

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Hongkong, 9th March, 1905.

Hongkong. 19t April. 905.

TO LET. NTEW EUROPEAN HOUSES in Cameron and Des Voeux Boads, Kowloon. Electtrical Fittings for Lights, &c. Possession about 1st June next. Apply to-CHINA MERCHANTS STEAM NAVIGATION CO., 15 & 16 Connaught Road, Praya W.

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Hongkong, 24th May, 1905.

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Care of H. and S. Bank.

Hongkong, 10th May, 1905. TO LET. INFURNISHED at No. 31, CAINE. ROAD (1 ossession 1st October, 1905), SIX-ROOMED HOUSE and Gaden, Healthy locality. Three storied building. 71ew of Harbour, Immediate possession, GROUND FLOOR only: No. 36 and No. 40, ELGIN STREET

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FINANCE CO., LD.,

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Hongkong, 20th June, 1905.

Ground Floor.

Apply to-

CENTRAL.

Hongkong, 9th June, 1905.

TO LET. Painted and Colors and Presided, Painted and Colourwashed. No. 4, BELILIOS TERRACE, 1st Row. 3rd Row. No. 20. 2 FRONT ROOMS in No. 15, Queen's Road Central, (over Messre, Caldbeck Macgreger & Co.'s premises) "WESTWARD HO" Bonham Road,

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M. J. D. STEPHENS, Solicitor, 18 Back Buildings. Hongkong, 29th March, 1905. CHOP, No. 14, QUEEN'S ROAD. CEN-TRAL.

First floor, No. 12, QUEEN'S ROAD,

Second floor, Nos. 12 & 14, QUEEN'S ROAD, CENTRAL. Apply to-8. BISNEY, Hengkong Hotel. Hongkong. 7th June, 1905.

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Hougkong, 22nd May, 1905. THE BANK OF TATWAN LIMITED

Manager.

(INCORPORATED BY SPECIAL IMPERIAL CAPITAL SUBSCRIBED Yen 5,000,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Kobe_ Napasaki Tamsui Anning Foodhow Tokio

Yokohama Keelung HONGKONG OFFICE. 4. QUEEN'S ROAD. Interest sllowed on Current Account. Deposits received on terms which may be learnt

on application. S. SHIGENAGA, Manager: Hongkong, 1st November, 1904.

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A. P. LINTON, Acting Manager. Hongkong, 30th June. 1. 05.

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Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.

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Manager. 20, Des Voeux Road,

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On Sale at "NORTH CHINA HERALD OFFICE; Shanghai; MESSES KELLY & WALSH. Hongkong; and all leading Booksellers in the Far East. Hongkong 3rd February, 1903.

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CAPTAIN C. V. LLOYD (8.8. "HANKOW With Illustrations, Maps and Plans.

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Hongkong: "DAILY PRESS" Office. Mesere Kelly & Walsh. Messre. W. Brewer & Co. Canton: Messrs. A. S. WATSON & Co Hongkong, 4th October, 1903.

EMPLOYING THE SOLDIER.

"It's only nacheral," said Private Smithy, that a feller that's been doin' nothin' for livin' for seven years, gits the idea. into his 'end that as soon as 'e's out of the Army 'e can go on doin' nothin' an' live comfortable.

"A chap generally entists because 'e's very hard up, or there ain't no work-to be got. If you understand me rightly, a chap's pushed into the Army by the crowd of out-of-works behind him, an' by the time 'e's got his breath, an' is full up with Army rations, an' finds 'o's go plenty of elbow room, 'e begins to forget all about the crowd outside, an when his seven years' service is nearly in 'e begins to fancy that o really enlisted for the love of the thing, an' not because 'e was feelin' neckish.

"Then the colonel sends for 'im. " Ah, Thompson, sez the Colonel, artily, ' understand you're goin' away on the reserve?'

" Yes, sir, sez Thompson. " Do you think that's wise?" sez the Colonel. 'Ho, yes,' sez the clever chap, cockily. ' It's very 'ard in civilian life just now,' see the Colonel. What are you goin to do for a

"Anything," sez the clever chan, prompt. " Humph! sez the Colonel; that means nothing "-are you sure you won't sign on

for another five years?' -" I'll watch it, stathe clover chap. " So he goes away in a p ir of loud check trousis an' a Trilby at, an a tuppeny cigar, to show is independence.

" E gits up to London, goes ome to sea people, 'ss a couple of drinks, goes to' a musicall. an' spends a sovereign as free as you please. For a week 'e's as appy as a king. Gits up what time 'e likes, an' don't shave sunless 'e wants to.

sirills; an' when e' goes out in town 'e needn't look elean unless 'e feels inclined. "After a week of riotous livin, most of 'is

money bein' spent, 'e pops off to look for work in 'is loud check trousis with the beer stains, an' is Trilby at a bit out of shape " Want's job, do you ? sez the chap where e goes to. What can you do!

" Anything, sez the clever chap. " 'Outside, sez the chip at the works. "We don't want "auything" fellers here," " What's your last job?' sez another feller " Army, sez the clever chap, producin'

" What can you do?' sez the foreman. "The clever chap's learnt a lesson, so 'e's rit cautious.

We've got boys for messongers, soz the " Timekeeper. s-z the clever chap.

" We've got a clock for that," " 'Caretaker,' sez the clever chap. ". We don't want no sleepin' partners," the foremon.

". Messenger. 'e sez.

" Well, set the clever chap, desporate, whall " We ain't got a hall, see the foreman.

"What some of these clever Jossers want," an watch; old mea's jobs, boys' jobs, jobs that all the bloomin' Soldiers' 'Elp Associations in enough of them jobs to go round,

that as soon as his seven years was in he was going to leave. " He was talkin' to me an' Nobby about it. " No more bloomin' soldierin' for me, thank

you, see Spud. " Don't thank me, sez Nobby," "'I'm goin's to be a free man," sez Spu.l like I was before I enlisted.

""Ah!" sez Nobby, lookin' up to the sky with PRINTING

> Ah! sez Nobby. "'No more church parades, no more kit inspections, no more bloomin' guards, sez Spud. "No, sez Nobby getting up -we was siltin' on the grass in the cricket field-'No,' sez Nobby,

> sadly. 'You'll be a free man, free to get your livin or starve. There won't be no kit inspection. 'cos you'll 'ave no kit to show, nor no quards sither. becos' nobody would trust you to guard a three-penny-bit. Pore feller, sez Nobby, shaking his 'end an' lookin' at Spud. pore old Spud."

of service, an just to show Nobby was a liar Spud went an' took on for another five years. "If you understand, said Smithy carnestly, "it sin't the chap's fault that he can't get a job chap that 'as to leave civil life because he min't to civil life an' find p job sittin' up on its 'ind proven at all harmful, legs an' beggin.

"The army don't teach him nothin," continued Smithy, seriously, " except to turn about by numbers, an' not to talk back to his superiors, an' that's not much for civil life. "When his time's up he goes out au asks Civil Life to find him work.

"What can you do?' sez Civil Life. "Stand erect, with me feet at an angle of forty-five degrees, ead up, shoulders back, an" me ands ung loosely by me side, thumbs in rear of the seams of me trousis, see the Army.

"" Very sorry, sez Civil Life, but we 'aven't got a job like that. Can you do anything else? persons approachin' my post between tattoo au' miles of bog,-but in the north of Germany reveille, turn out the guard to generals an' all and the adjacent parts of Denmark and Holland. armed parties, an' take charge of all Govern- A square mile of bog ten feet deep is estimated ment property in view of me post, ser the to have a heating power equal to more than

" No ses the Army, "Can you drive a traction engine? sez

"' No.' sez the Army. "Can you make a box, or set a line of type, or draw a plan, or make out a specification, or BY MAJOR GENERAL VILLIERS HATTON, C.B. do anything that the crowd round the dock gates can't do?"

No, sez the Army.

"Well, sez Civil Life regretful, 'you'd better join the mob at the docks -an' you'll find the Salvation Army shelter down the second turnin' on the right.
"Seven years!" said Smithy, reflectively, "an' about two years of that spare time. A chap

could learn anything in seven years-if there was anybody to teach 'in. " Teach me a trade, sez the Army. "' Good gracious!' sez the Country, 'orrified. I couldn't think of such a thing-don't I clothe

you, an feed you, an pay you?"
"'Yes.' sez the Army; but teach me something-if it's only makin' mats, like you do in prison, or carpentering, like you do in work-"' But,' sez the Country, very agitated, if I teach you this you'll be competin' with the tax-

payer. That's all right, see the Army, 'I want to be a taxpaver myself."-EDGAR WALLACE in the Daily Mail.

SCIENTIFIC MISCELLANY.

PASSING OF THE SOIL—A DIG FISH—A SWEET PLANT - THE LONGEST LIFE -- METAL SCENERY - PROTONGED ANASTHESIA -TRAINS WITHOU ENGINEERS-POISONOUS DYES-DEES IN THE HOME -GERMAN FUEL

The preservation of the soil itself as well as its fertility seems to be a problem to which man must give early attention. Prof. N. S. Sbaler, calling attention to this points out that under swage life the undisturbed roots and stems of the wild plants bound the soil to the ropks, and the average washing away in four or. fire centuries would not equal the inch that may be carried to the sea from a modern plowed field by a single rain-storm. To this atter day waste must be added cropping that takes away soluble minerals faster than they are formed. The soil is thus being reduced both in quantity and in quality; and the results are to be seen in the researed productiveness of lands in Italy, Greece, Spain and most other parts of the world. The remedyto be sought is some means of preventing the less of the soil at a greater rate than the decay of the rocks restores it.

The most gigantic of the sharks, the largest of all fishes, is so little known that Dr. Theo. G'll reports difficulty in finding any information about it. The cronture is the great whale shark, or mhor (Rhineodon typus), and is not uncommon in the Indian Ocean, where it reaches a length of sixty feet, living lazily near the surfact and rarely approaching land. With a mouth sometimes four feet wide, it has very small teeth, its food being mostly minute "E's got no sergeants an' corporals to bully crustac ans. It occasionally upsets a boat by im, no officers to salute, no fatigues, an' no robbing against it, but is otherwise harmless to

> The new sugar plant from South America. which has been named Eupatorium rebandium. is pronounced by Bortoni, the German chemist. to be of great industrial value. It grows 8 or 10 inches high, and is found to contain from 20 to 31 times as much succharine matter as sugar-cane or the beet.

> The distinction of being the oldest living thing undoubtedly belongs to some giant tree. and many attempts to locate it and determine its ago have been made. A century ago De Candolle found two yews-one at Fortingal in Perthshire, and one at Hedsor, in Bucks-that were estimated to be respectively 2,500 and 3,240 years old. Both are sill flourishing, and the elder tree bus a trank 27 feat in diameter. A gigantic barbab of Central America, with a trunk 29 feet through, was thought by Humboldt to be not less than 5,150 years old. Mexican betanists believe they have now discovered a life span ven greater than this, and from the annual rings a cypress of Chepultepec, whose trunk is 118 feet in circumference, is assigned an age of about 6,200 years.

The fire proof scenery of M. Moissan, which is being tested in several Paris theatres. said Smithy, scornfully, "is a job where there consists of a framework of iron tubing sin't any work to do jobs you can lay down upon which wire gauze is stretched for the designs. Besides incombustibility, this don't blister a chap's 'ands, an' that's why scenery has the advantages of great solidity and increased ease of handling, and its weight is the world won't do any good, because there ain't not only no greater than wood and canvas but short pieces are even lighter. The first cost is "The other day Spud Murphy gave it out a little more than that of the old style scenery." Unpainted portions of the gauze remain invisible, and trees, flowers, etc., are given a very realistic effect.

Stoveing, the new anasthetic of Dr. Fourneau, is injected into the spinal fluid, and within five minutes gives complete insensibility below the point of injection, while the patient does not lose consciousness. The effects last for an hour and a half. No unfavourable results have "" When you chaps are bein' turned out of been reported in the numerous tests that have bed at six in the mergin' I shall be gettin' my | been made in France, but fears of lack of control and danger of blood-poisoning have been expressed.

Salt from the mines at Stassfurt is carried on trains of thirty half-ton trucks, each train having a 24 horse-power electric lecomotive. No engineer rides on the train, which is stopped and storted instantly by an attendant at each of the five stations along the line.

Experiments with fifty of the coal-tar dyes have shown that fifteen are positively poisonous, and twenty others caused harmful disturbances Spud ain't goin' away." Smithy went on to of digestive organs, kidneys, or general health explain, "because Nobby put it about in bar- of animals. Only two colours proved harmful racks that 'e was on'y leavin' the army because to the skin. The most poisonous colours are the doctor wouldn't pass him for an extension not among the greens, though the noxious character of the arsenical greens has given that impression, but among the coal-tar dyes the most seriously poisonous are yellow and orange colours, such as aurantia, mandaria, metarill. wash he leaves the service, it's the Army's A rorange, and butter yellow. Next in order of number are the blues, browns and blacks, very got a trade in his ands can't expect to go back few among the violet and green colours having

Aplaries are the novel addition to the drawing room proposed by Miss Baden-Bowell, sister of the hero of Mafeking. The bees are not found objectionable in any room of the house, and the one hive in the home of Miss Baden-Powell at Prince's Gate, London, last year yielded sixty pounds of honey. A specially contrived hive is used. The bees readily find their way through a little aperture in the house wall, and they require no attention in summer, food being given them in winter.

The world's peat centre is not in Ireland .-"'Yes,' sez the Army, 'I can challenge all which, however, has more than 3,000 square 300,000 tons of coal. Single bogs in Friesland " Can you fix a 'lectric bell? sez Civil Life. are found to cover 1,500 square miles. and Germany has more fuel in peat than in coal.

GENERAL ORDERS

Commanding the Troops in South China.

HEAD QUARTERS, Hongkong, 5th July, 1905. Gazette, India.—No. 148. The following extract from the Gazette of India is published for information :- Military Department Simla, 9th June 1905. The following direct appointments are made, with effect from the date of joining. H9th Infantry (The Mooltan Regiment). Sarfaraz Ali Khan to be Jemadar, on probation, to fill an existing vacancy.

Medical Board.-No. 150. A. Medical Board will assemble at an early date at the Military Hospital Kowloon, to report upon Asiatic Troops proposed for invaliding. The P. M. O. will arrange the details. Leave caucelled .- No. 151 With reference. to Garrison Order No. 1. of 22nd March 1905.

Major A. A. Chichester, D.S.O., Chief Staff-Officer having returned from leave of absences the unexpired portion viz-4-5th July 1905 is hereby cancelled.

A. A. CHICHESTER. Major,

GREGOR

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

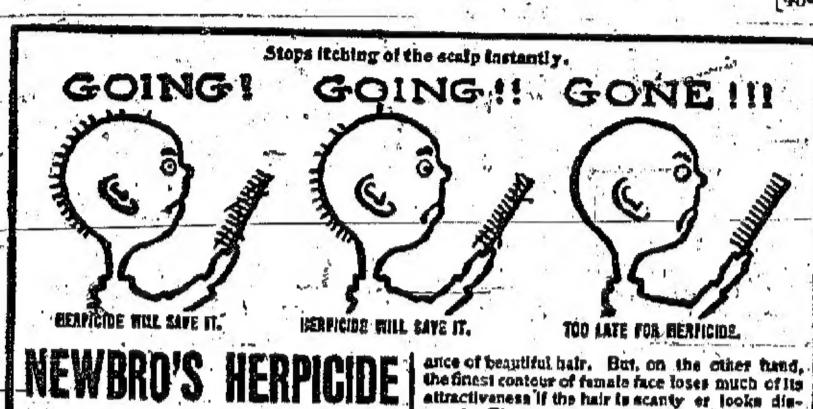
CLARETS

FROM MIN. MARCEAU BORDEAUX.

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The Original Semedy that "kills the Dandruff Corm."

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The Original Remody that "kills the Captruit Com."

OF Instreless hair with later dandruff, itching scalp or fusireless hair with later dandruff, itching scalp and failing hair. Newbro's Herpicide destroys this enemy of beauty and permits the hair to grow as nature intended. A delightful hair dressing. Cives wonderful results. No off or dye.

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eased. The dandruff microbe causes dull, brittle

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NOTICE TO ROWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE. No. 36. Elgin Road, and M. AH YAU'S FERRY WHARE STALL: Price 15 cents per copy cash. Hongkong, 29cd Pecember, 1903.

SHIPPING

ARRIVALS. BUCENTAUR, British str., 2,283, R. C. Ritson, 5th Ju y - London Celombo and Singapore 29th June. General. - Nippon Yuson Kaisha. GERMANIA, German str., 1.715. J. Peterson. 5t. July - Hollow 4th July, Rice .-

Jobres & Co. Lydia, German str., 1,771, Girstenbran, 4th July,-Wuhu and Chinking 28th June; Goneral -Siemssen & Co. OANEA, British str., 5,676, Thomas Bartlett,

4th July, -Shanghai let July, General, --Butterfield & Swire. SHANTUNG, British str., 1,400; Robinson, 4th July .- Java 27th June, Sugar .- Butterfield

& Swire. SHAOHSING, British str., 1,307, F. D. Northcombe, 5th July,-Shanghai 30th June, Goneral and Rice. Butterfield & Swire. SPEZIA, German str., 4,148, T. Ehlar, 5th July, Hamburg and Singapore 29th June, Genoral,-Hamburg-Amerika Linie.

STENTOR, British str., 4,308, B. Lewis, 5th July .- Liverpool and Singapore 30th June. General. - Butterfield & Swire. TELEMACHUE, British str., 1,300, J. Williamson 5th July, -Saigen 1st July, General,-· Chinese.

YUSHUN Chinese str., 1,079, J. Pratt. 4th July -Swotow 3rd July, General.-Coinese. NICOMEDIA, German str., 2,807, A. Wagner, 5th July,-Portland 20th May, General .-P. & A. S. S. Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. Forneo, German str., for Kudat.

Bucente .r. British str., for Yokohama. Medicio Menzell, German str., for Touron Yochow, British str., for Shanghai. DEPARTURES.

5th July. ECCESSA. British str., for Betavis. EMMA LUYREN, Ger. str., for Coast Ports. Hue, French str., for Haiphong. KOWLOON, German str., for Chinkiang. KUMSANG, British sir., for Calcutts. Nirron. Austrian str., for Trieste. NOBD, Norwegian sir., for Newchwang. PALAMCOTTA, British str., for Amoy. PRONTO, Norwegian str., for Haiphong. QUINTA, German str., for Bangkok; REGINA, British str., for Saigon. SCHARNHOEST, German str., for Shanghai. SHACHSING, British str , for Canton: TAISHUN, Chinese str., for Shanghai TAMING, British. str., for Manila. TARTAR, British str., for Vancouver. WINGSANG, British str., for Shanghai.

SHIPPING REPORTS. "The British str. Telemachus reports: Light to moderate wind and sea, cloudy; fine through-

The Chine e str. Yushum reports: Light winds with high southerly swell, weather un-

The British str. Oanfa reports: On the 1st and 2nd strong easterly winds with very heavy rain. On the 3rd and 4th strong easterly winds and bazy; fine

The British str. Shaoheing reports: Fresh to strong winds with heavy rain squalls, glass down to 29.49 on the 2nd. Sailing ship anchored 13 miles east of Dodd Island, small steamer nshore Pinghai Bay, sunken junk alongside. VESSELS IN DOCK.

ABERDEEN DOCKS .-KOWLOON DOCKS. - Travancore, Humber, Tainuan! COSMOPOLITAN DOCK .-

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship

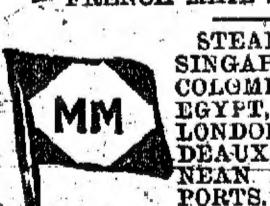
" HAIMUN." Captain Robson, will be despatched for the above ports TO-MORROW. the 7th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 5th July, 1905,

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. HE Company's Steamship

"TONKIN." Captain Charbonnel, will be despatched for the above perts on or about TUESDAY, 11th inst. For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong 5th July, 1905. COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SATGON, SINGAPORE, BATAVIA COLOMBO, INDIA, ADEN EGYPT, MARSEILLES, LONDON, HAVRE, BOR DEAUX, MEDITERRA NEAN AND BLACK SEA

THE Steamship "OCEANIEN," Captain Corret, will be despatched for MAR-SEILLES on TUESDAY, the 11th July, at Passago-tickets and through Bills of Lading

issued for above ports.

Cargo also booked for principal places in Next sailings will be as follows: S.S. "TOURANE" ... 25th July. "TONKIN" Sth Aug. S.S. "ARMAND BEHIC" 22nd Aug.

G. DE CHAMPEAUX, Agent. Hongkong, 28th June. 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). TERE Steamship "KENNEBEC," will be despatched on or about the 20th July.

For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK Oriental Freight Department. 4, Des Vœux Road, Central.

VESSELS ADVERTISED AS

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchorage nearest Kowleen are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vossels berthed at the Kowloon Wharf K.W., together with the number denoting the section. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pierto Naval Yard. 4. From Naval Yard to East Point.

PORTEAND & ASIATIC S.S. Co. To-morrow, at Daylight

GIBB, LIVINGSTON & Co..... On 12th inst., at Noon.

MELCHERS & Co. On 25th inst., at Nood!

JARDINE, MATHESON & Co. ... To-morrow, at 3 P.M.

JARDINE, MATHESON & Co. ... To-morrow, at 4 P.M.

,	DESTINATION	VESSEL'S NAMES	PLAG & RIG BE	RTH	CAPTAIN -	FOR VRHIGHT APPLY To	TO BE DE
	The second secon	Daymore	Brit. str.		E. G. Andrews	P. & O. S. N. Co.	About 7th inst.
	LONDON & ANTWERP, VIA SINGAPORE, &C LONDON & ANTWERP VIA MANILA, &c	PALERMO	here here a			P. & O. S. N. Co.	About 12th inst
	LONDON, &C., VIA PORTS OF CALL	SIMLA		-		P. & O. S. N. Co.	On 15th inst., a
	LONDON, AMSTERDAM & ANTWERP	GLAUCUS	A 24 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	m.	************************		On 9th inst
	LONDON, AMETERDAM & ANTWERP	HYBON		m.			On 18th inst.
. 7	LONDON, AMSTERDAM & ANTWERP	AJAX		m	Neven militarien eigenen eine.		On 1st Aug.
2	LONDON. AMSTERDAM & ANTWERP	IDOMENEUS		m,			On 15th Aug.
d	LONDON, AMSTERDAM & ANTWERP	PARLING		m.	t. terrebertellages fries		
	MARSEILLES, LONDON & ANTWERP, &c				Leelie	NIPPON YUSEN KAISHA	To-morrow, at.
**	MARSEILLES, &c., VIA PORTS OF CALL	OCEANIEN	11' '- 4		Courst		On 11th inst., a
,	BREMEN, VIA PORTS OF CALL				G. Bolte	Melchers & Co	To-day, at Neon
	HAVRE, A WEEP & HAMBURG VIA STRAITS, &C.			. W.		HAMBURG-AMERIKA LINIE	On 16th inst.
1	HAVRE, BREMEN & HAMBURG VIA STRAITS, &C. HAVRE & HAMBURG VIA STRAITS, &C			. W.	Schulke		On 26th inst.
,-	HAVRE & HAMBURG VIA STRAITS, &c			. W.	Sachs		On 9th Aug.
h	HAVRE & HAMBURG VIA STRAITS, &c			. W. "		HAMBURG-AMERIKA LINIE	On 23rd Aug.
	HAVRE & HAMBURG VIA STRAITS, &c			W.	Förek.		(in 6th Sopt.
	GENOA, MARSEILLES & LIVERPOOL			m,	eiferman is inin		
Д.	GENOA, MARSEILLES & LIVERPOOL	STENTOR		n		BUTTERFIELD & SWILL	On 20th Aug
7	NEW YORK & BOSTON				MacFarlane		
	NEW YORK VIA PORTS & SUEZ CANAL			5 7		STANDARD OIL CO.	
y	NEW YORK		Ger. str		Dobronz		1
÷	NEW YORK VIA PORTS & SUEZ CANAL	INDRAWADI				D	
r,	NEW YORK, VIA PORTS & SUEZ CANAL				Trans.		
i.	NEW YORK VIA SUEZ	VANDALIA	and the same of th	W.	Haase H. Pybus, R.N.R.	HAMBURG-AMERIKA LINIE CANADIAN PACIFIC R. CO	
	VANCOUVER, VIA SHANGHAI JAPAN, &c	EMPRESS OF JAPA	The second secon	m.	S. Robinson, E.N B.	CANADIAN PACIFIC R. Co	
	VANCOUVER, VIA SHANGHAI JAPAN, &c., VICTORIA (B.C.) & TACOMA VIA JAPAN	ATHENIAN			F. G. Purington		
	VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN			D).		BUTTERFIELD & SWIRE	On 17th inst.
,	PORTLAND, OREGON VIA SHANGHAL, &c	NICOMEDIA			Wagner	PORTEAND & ASIATIC S.S. CO	To-morrow, at
,	AUSTRALIAN PORTS VIA MANILA, &c			m.		BUTTERFIELD & SWIET	On 18th inst.
1 7	AUSTRALIAN PORTS	AUSTRALIAN			MoArthur	GIBB, LIVINGSTON & Co	On 12th inst.,
	- AUSTRALIAN PORTS	PHINZ WALDEMA		7.7	Woltemas	MELCHERS & Co	Un Zain inst.,
	YOKOHAMA, YIA SHANGMAI, MOJI & KOBE	PESMAWUR		- 1777	E. Spicer, R.N.R.		
	YOKOHAMA, VIA SHAROHA!, MOJI & KOBE	JAPAN			E. P. Martin, R.N.R.	Butterfield & Swife	
	KOBE	TAIYUAN		- m		이 나는 그들은 그 그릇이 그 중에 없었다. 소리는 내가 내려왔다고 그리고 한 분석인 범이를 보고 하고 있습니다.	On 17th iest.,
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	SHANGHAI.		1 40 94 3	٠ .	G. M. Montford, B.N.R.	P. & O. S. N. Co	
	TAMBUI VIA SWATOW & AMOY	/		<u>ب</u> ۔.	Krabbe	OSAKA SHOSEN KAISHA	On 9th inst., a
400	TAMSUI VIA SWATOW & AMOY				Haroldsen		
_	ANPING VIA SWATOW & AMOY		Ger. str		Thorstensen		
¥	SWATOW; AMOY & TAMSUI	HAIMUN		2 Ь,	Robson	DOUGLAS LAPRAIK & Co	
	MANILA	YUENSANG	45 84' 1 111				
,	MANILA	ZAFIRO	Brit. str.		R. Rodger	BHEWAN, Tomes & Co BUTTERFIELD & SWIRE	On 12th inst.
•	MANILA	TEAN CHAINS ASSESSED		l m.	A. H. Natley	SHEWAN, Tomes & Co	
	MANILA			l m.	And All Montey Inches	The second secon	
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	SINGAPORE, SOURABAYA & SAMARANG		E2 74 -1-		4	Transport Management & Co.	
1	BUMBAY VIA SINGAPORE & PENANG	Ischia	. T4 7 -4-		Coglido	CARLOWITZ & Co.	On 11th inst.,
. ;	BATAVIA, CHERIBON SAMARANG &c	TJIMAHI		-	de Brouwe s	JAVA-CHINK-JAPAN LIJN	About 11th in
	Annual transfer of the second				The state of the s		The state of the s

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

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Steam	er.	Tons.	Captain.	Sailing Date.	di Salahak Ka
PLEIADES SHAWMUT TREMONT	*************	3,753 9,696 9,696	F. G. Purington E. V. Roberts T. W. Garlick	Wednesday, July Thursday, July Tuesday, August	12th 20th 8th

CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC: LIGHT, DOCTOR AND STEWARDESS.

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PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. LEAVING

TAMSUI VIA SWATOW AND AMOY SHANGHAI VIA SWATOW AMOY AND FOOCHOW ANPING VIA SWATOW AND AMOY TAMSUI VIA SWATOW

STEANERS. "PROTEUS" SUNDAY, 9th July," at 8 A.M. KRABBE "CLARA JEBSEN" SUNDAY, 9th July, . Bendiran WEDNESDAY, 12th "PROMISE" THORSTENSEN "TRIUMPH" HARALDSEN

July. SUNDAY, 16th July, at 8 A.M.

AND AMOY * Taking Cargo on through Bills of Lading to all Yangteze and Northern China Ports: On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Blanch Office at No. 8, Des Vœux Boad Central. T. ARIMA Manager Houghouse 6th July 1905

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SIEAU J	AWAIGHTON CO	TILETTA I	
19/50	THAMERS	TO SAIL	
YOKOHAMA VIASHANGHAI,	PESHAWUE	About 6th -	Freight only.
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LONDON and ANTWERP VIA MANILA. SINGAPORE.	PALMA	About 12th	Penialt only
PENANG. COLOMBO, PORT SAID, SUEZIMARSEILLES	(C. II. COCKMON, B.M.B.)	July	Trois un outil
SHANGHAI	COROMANDEL	About 12th	Freight and
LONDON, &c	SIMLA	Noon, 15th	See Special
LONDON, &C	C.D. Goldsmith, R.N.R.J	July	Advertisement.

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L S. LEWIS. Acting Superintendent. Hougkong, 3rd July, 1905.

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Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGE! LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTS, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

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* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amidships. Lighted throughout by electricity Duly qualified docto and stewardesses are carried. For Further Particulars, apply to

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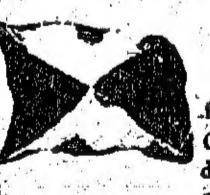
The following chartered steamers will run at intervals of about 3 weeks :--Captain J. C. Williamson. S.S. "LOTHIAN" Captain S. Callington. S.S. "INDRAVELLI". Captain J. W. Martin. S.S. "COURTFIELD"... Captain W. E. Steele. S.S. "CRANLEY" Captain M. Robertson. S.S. "TKBAL" Captain C. E. Cox. S.S. "ASCOT" Captain J. Rowley. Captain Dean. S.S. "INKULA"... 8.S. "KATHERINE PARK"... Captain Copp. For Freight, apply to

GIRB, LIVINGSTON & CO..

Hongkoug, 10th February, 1905.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manils. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

SAILING DATE. STEAMSHIP CAPTAIN Sat., Sth July, Noon Manila. R. Rodger

ZAFIRO KUBL...... 2540 For Freight or Passage apply to

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HONGKONG-NEW AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). S.S. "INDRAWADI"

For freight and further information apply to SHEWAN TOMES & CO.,

GENERAL AGENTS.

VESSELS ON THE BERTH

FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG COLOMBO, AND PORT SAID.

THE Bucknoll Line Steamship

TO BE DESPATCHED

About 12th inst.

About 20th just.

About 25th inst.

About 4th Aug.

On 17th inst., at 3 P.M.

On 11th inst., at 3 P.M.

On 9th just., at 8 A.M.

To-mo row, at 11 A.M.

On 8th inst., at Noon.

On 15th inst., at Noon.

On 8th inst, at 3 P.M.

On 11th inst., at Noon.

On 16th inst. at 8 A.M.

About 11th inst.

About 12th inst.

To-day, at Noon.

On 15th inst., at Noon.

To-morrow, at Noon.

On 11th inst., at 1 P.M.

"MANICA, Captain Leslie, will-be despatched as above TO- ORROW, the 7th inst., at Noon. For Freight, apply to -NIPPON YUSEN KAISHA

Agents. Hongkong, 5th July, 1905. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED

FOR SYDNEY AND MELBOURNE. (Calling at PORT DABWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA.

WHIE Steamship

Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 12th July. at NOON. This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tee, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A duly qualified Surgeon and Stewardess

are carried. N.B.—To assure he additional comfort of passengers the Steamors of the Company have electric fans fitted in statercoms. For Freight or Passage, apply to

GIBB, LIVINGSTON & CO. Agonts. Hongkog, 16th June, 1905.

THE AMERICAN'S ORIENTAL LINE. FOR NEW YORK AND BOSTON. With liberty to call at the Malabar Ceast.

I HE Steamship "AFRICAN PRINCE! Captain MacFarlane, will be despatched for the above ports on or about WEDNESDAY, the 12th July.

For Freight, apply to ARNHOLD, KARBERG & CO., Hongkong, 28th June, 1905:

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH-AFRICAN PORTS. THE Steamship

"SIMLA." Captain C. D. Goldsmith, B.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's as. "Marmora," 10,500 tons, from Colombo Passengers' accommodation in which vessel is secured before departure from Hongkong Silk and Valuables, all cargo for France, and Ten for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for Loudon, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 27th August, 1905.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Acting Superintendent. Hongkong, 3rd July, 1905. DAMPFSCHIFFS RHEDEREI "UNION"

AUTIEN-GESELLSCHAFT. FOR NEW YORK. With Liberty to Call at the Malubar Coast.

HE Steam "VERONA,"

Captain Dobronz, will be despatched for the above port ou or about TUESDAY, the 25th. To be followed by the Steamship

"ALBENGA." Captain Petersen, on or about end of August. c'or Freight, apply to CARLOWITZ & CO.,

Hongkong, 19th June, 1905. REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT MALABAR

COAST). PROPOSED SATLINGS PROM HONGKONG. "ST. HUGO"

'SHIMOSA"... For Freight and further information, apply to DODWELL & CO., LD., Hongkong, 4th July, 1905. (283

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Critain T. Austin, R.N.R. HIHIS Steamer departs from Hongkoug, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Week Days. about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits FARES-(week days) let Class including cabin

and servent), Single 33, Return Ticket \$5 2nd Class \$1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the conowing rates:

1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents. Menis can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3

First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the

Captain, and the Half-ticket will be available for the following day: The Steamer is litthroughout by Electricity The Steamer's Wharf at Hongkong is at the

MING ON & CO. 2nJ Floor, 16. Victor Street.

Western end of Wing Lok Srteet.

Hongkoog, 7th Cotober, 12 1904.

OCEAN STEAMSHIP COMPANY.

CHINA MUTUAL STEAM NAVIGATION CO.. LD.

JOINT SERVICES.

ORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT MONTHLY SAILINGS FOR LIVERPOOL,

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA

AND SUMATRA PORTS:

EUROPEAN SERVICE.

	The state of the same of the s		
	FROM	STHAMERS	DUE
	_GLASGOW and LIVERPOOL	"STENTOR"	On 5th July.
	GLASGOW and LIVERPOOLA	"PATROCLUS"	On 14th July.
	GLASGOW and LIVERPOOL.,	"KEEMUN"	On 14th July.
	GLASGOW and LIVERPOOL	"PAKLING"	On 18th July.
	JLASGOW and LIVERPOOL	"ACHILLES"	On 28th July.
1	GLASGOW and LIVERPOOL.	"ANTENOR"	On 3rd August.
	GLASGOW and LIVERPOOL	"MACHAON"	On 4th August.
1	GLASGOW and LIVERPOOL	"ORESTES"	On 5th August.
٠	GLASGOW and LIVERPOOLE.	"ULYSSES,"	On 9th August.
1.	GLASGOW and LIVERPOOL	"OOPACK"	On 9th August.
		HOMEWARDS.	
	FOR	STEAMERS	TO SAIL
	LONDON, AMSTERDAM and		
	ANTWERP	"GLAUCUS"	On 9th July,
	ANTWERP	"HYSON"	On 18th July.
	the second secon	A STRAIN TORE & CHESTOCK	O 000 T 1
	LIVERPOOL	TELEMACHUS"	On 20th July.
	LONDON, ARSTERDAM and	"AJAX"	On Tot Assessed
	ALTE WEIGHT Manifile	"AJAX"	On 1st August,
	LONDON, ARSTERDAM and	"IDOMENEUS"	On 1545 A
i	ANTWERP	IDOMENEOS	On 15th August.
·	• GENOA, MARSEILLES and)	"STENTOR"	O- 0045 A
	LIVERPOOL	"STENTOR"	On 20th August.
	LONDON, AMSTERDAM and	"PAKLING"	On 19th Amend
700	ANTWERP	LARDING HILLSON	On 28th August.

" Taking Cargo for Liverpool at London Rates." TRANS-PACIFIC SERVICE.

Operating in conjunction with THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH	H BILLS OF LADING TO ALL OVERLA
COMMON POINTS, IN THE UNITE:	D STATES OF AMERICA AND CANAD
EAS	TWARD.
FOR-	STEAMERS TO SAIL
VICTORIA, SEATPLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	TOWN ON THE OWN.
	STWARD.
TACOMA, SEATTLE, VICTORIA	STEAMERS DUE
and PACIFIC COAST	
For Freight,	
	BUTTERFIELD & SWIRE

LIMITED.

		to the second se	
FOL	a r	STEAMERS	TO BAIL.
SHANGHAI		SHAOHSING"	On 10th July.
CEBU and ILOILO	**********	SUNGKIANG"	On 11th July.
MANILA		TEAN"	On 12th July.
MANILA, ZAMBOANG.	A, PORT	, h . 2 W	
DARWIN, THURSDAY	ISLAND,	. 97	
COOKTOWN, CAIRNS,	TOWNS- } # " (CHINGTU"	On 13th July
VILLE, BRISBANE, SY	DNEY and	The same of the sa	
MELBOURNE	The second second	**********	4
CEBU and ILOILO	osoniosoman 🚆 📆	KAIFUNG"	On 14th July.
A Who estantian of Boson	manus la dinamina de	TALLUAN	On Isth July.
* The attention of Passe teamers, which are fitted three	agers is directed to	the superior accor	displaying one and by the
Surgeon is carried.	officer Art Tofacts	to maker Characte	d rapie. 'Y ania dranne
Taking Cargo on throu	ch bills of lading to	all Variations and N	outhorn China Posts
t Walshe Cours and Day	DOMESTIC OF SERVICE	MIL A CALL COSC SHICK IN	ordiner China Ports,

Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to-

BUTTERFIELD & SWIRE. AGENTS.

SAILING DATES.

Hongkong, 6th July, 1905.

STEAMERS.

Steambhip

"NICOMEDIA"

Hongkong, 30th June, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID. NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR AN SOUTHAMPTON TO LAND PASSENGERS

N.B.—CARGO CAN BE TAKEN OF THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

	THURSDAY	6th July	- 144
	WEDNESDAY	19th July	1.
	WEDNESDAY	2nd August	
PRINZ HEINRICH	WEDNESDAY .	16th August	
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th Angust	•
PREUSSEN	WEDNESDAY	13th September	
ROON	WEDNESDAY	27th September	
BAYERN	WEDNESDAY	11th October	G.
GNEISENAU	WEDNESDAY	25th October	
	WEDNESDAY	8th November	6
	WEDNESDAY	22nd November	
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December	
PRINZ HEINRICH	WEDNESDAY	20th December	
		The state of the s	Acres 4 to have

N THURSDAY, the 6th day of JULY, 1905, at Noon, the Steamship "DARMSTADT," Captain G. Bolte, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON, on TUESDAY, the 4th July. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 5th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 5th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardenses. Linen can be washed on board.

NORDDEUTSCHER LLOTD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 3rd July, 1905.

4.370

•	PURTLAND & ASIATIC STEAMSHIP CO.
	PEOPOSED SAILINGS PROM HONGRONG S'HAI VIO INLAND PORTLAND, OREGON
ľ	The state of the s
	OPERATING IN OREGON RAILROAD & NAVIGATION CO

"NUMANTIA"4,370 Brehmer July - 16th, 1905. --Metzenthin August 6th, 1905. "ARAGONIA" 5,198 Schaldt August 26th, 1905. Through Bills of Lading issued to Pacific Coast Points and a Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

TO SAIL AT DAYLIGHT ON

7th, 1905.

ALLAN CAMERON, GENERAL AGENT, Hongkong, 26th June. 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

and the state of t
R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
"EMPRESS OF JAPAN" 6,060 Tons Com. H. Pybus, R.N.R WEDNESDAY, 12th July."
"EMPRESS OF CHINA "6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug.
"ATHENJAN" 3,882 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 9th Aug.
"EMPRESS OF INDIA" 6,000 Tons Com: E. Beetham, R.N.R. WEDNESDAY, 23rd Aug.
"TARTAR" 4,425 Tons Com. W. Davison, B.N.E. WEDNESDAY, 13th Sept.
Hongkong to London, 1st Class via St. Lawrence 260. via New York 262
Intermediate on Steamers, }
Intermediate on Steamers, { 240. 242.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHILL passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALAFIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only a

Informediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese agu Japaneso Gevernments.

For further information, Maps, Guides. Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 9, Pedder Street.

INDO-CHINA STEAM NAV GATION CO...

SUCKEDENT SATESTON MEAST.	HONGKONG. "SUBJECT TO ALTERATION.)
LKOTECLED SETTINGS LYON	MONGROUG, ASODSBOT TO WILLIAM IN
and the second s	PURANTOO" "ALIT.
A COPT A STOLET A T	"AMARA" Friday, 7th July, 3 P.M. "YUENSANG" Friday, 7th July, 4 P.M.
T BUANGBAL	the state of the s
* MANTIA	"YUENBANG" Friday, 7th July, 4 P.M.
SINGAPORE. SOURABAYA	
	and onsand" Saturday, 8th July, 3 P M.
· · · · · · · · · · · · · · · · · · ·	4.44.
L CIT A BY STEEL W	"KWONGSANG" Tuesday, 11th July, 8 P.M.
T BRANGHAL	Will WA OLIGOTER TRESURY, 1100 Only, O'L'M'
TIENTSIN	"WOSANG" Monday, 17th July, 3 P.M. ommodation for First-Class Passengers and are fitted
The state of the s	Samuelation for First Class Dougansons and and Attud
These steamers have superior acce	difficultation for Liter-Cines Lasson Role and meen

throughout with Electric Light † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports. For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. Hongkong, 6th July, 1805, and

VESSELS ON THE BERTH NAVIGAZIONE GENERALE

ITALIANA. (Florio and Rubattine United Companies.)

STEAM FOR BOMBAY VIA SINGA-

PORE AND PENANG. Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER-RANEAN. ADRIATIC, LEVANTINE and South American Ports up to Callao.

(Taking Cargo at through rates to PHESIAN GULF and BAGDAD, also BARCELONA, ALICANTE, ALMERIA and VALENZA, MALAGA.)

HE Steamship

"ISCHIA, Captain Cogliclo, will be despatched as above on TUESDAY, the 11th inst, at Noon. At Bombay the Steamer is discharging in ,-Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,

Hongkong, 3rd July, 1905.

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN. HERBERTSHOEHE. MATUPI, BRIS. BANE, SYDNEY AND MELBOURNE. On TUESDAY, the 25th July, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The Steemer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD, For Further Particulars, apply to

Aconts. Hongkong, \$rd July, 1905.

MELCHERS & CO.

SHIPPING IN PORT.

ADATO, British str., 2,145, Robt. Stewart, 4th July,-Moji 27th Jane, Coal,-Order. ALDERSHOT, British str., 1,3 4, Adam, 24th July,-Chinking 20th June, General.-Dodwell & Co.

ALESIA, German str., 5,167, F. Sachs, 30th June,-Humburg and Singapore 24th June, General. - Hamburg-Amerika Linie. AMARA, British str., 1.566, C. J. Mattock, 24th June,-Chinkiang 20th June, General .-

Jardine, Matheson & Co. Borneo, German str., 1,324, F. Sembill, 4th July,-Shanghai 30th June, Nil.-Melchers & Co.

CARL DIEDERICHSEN, German str., 774, H, Schlaikler, 27th June,-Haiphong 25th June, General.—Jebsen & Co. DRUFAR, Norwegian str., 1,102, Jons Bing. 17th June. Hamburg 1st May, General

-Asgaard, Thoresen & Co. EGREMONT CASTLE, British str., 1,834. J Moodie, 30th June,—Calcutta 11th June, Coals.—Bradley & Co. EMPRESS OF JAPAN, British str., 3,039, H.

Pybus, R.N.R., 4th July,-Vancouver 12th June and Shanghai 1st July, Mails, Flour and General,-C. P. R. Co. ERNA, German str., 1,896, M. Terpelin, 22nd

June,-Singapore 16th June, Ballast .-Jebsen & Co. GERMANIA, German str., 1,713, J. Petersen, 11th June,-Chinkiang 6th June, Rice .--

Jebsen & Co. GLADESTRY, British str., 1.521, C. Crane, 12th June, -Moji 6th June, Coal. - Dodwell & Co. . . .

HEDWIG MENZELL, German steamer, 980, C. Schonberg, 8th June, - Wahn 3rd June. Rico.—Sander, Wieler & Co.

KASHING, British str., 1,142, T. W. Pickard, 2nd July,-Chefoo 27th June, General,-Butterfield & Swire. -KHALIF. British str., 2,291, J. H. Middle'on 29th June, -Barry Dock 2nd May, Coal.-

Dodwell & Co. Konsichang, Germanstr., 1,292, D. Gosewisch, lat July,-Bangkok 22nd June, Rice,-Butterfield & Swire.

Kwongsang, British str., 1,427, W. P. Baker, 1st July,-Swatow 30th June, Mails and General.-Jardine, Matheson & Co.

LIGHTNING, British str., 2,122, J. G. Spence, 3rd July,-Calcutta via Straits 17th June, General - David Sassoon & Co. Louise Roth, Brilish str., 2,296, J. J. Thomp son, 29th June,-Newcostle (N.S.W.) 8th, May, Coal - Order.

MADELEINE RICKMERS, German str., 1.438, Simonsen, 1st July,—Bangkok 21st June, Rice .- Butterfield & Swire. NORDEOL, Norwegian str., 2,428, Staltz, 23rd June, - Kelung (Formosa) 21st June,

General.—Shewan, Tomes & Co. Onsang, British str., 1,787, J. T. Davies, 28th June, Pekalongan 2 th June, Sugar.-Jardine, Matheson & Co. ESHAWUR, British str., 4,885, E. Spicer,

R.N.R., 4th July,-London 28th May and Singapore 29th June, General .- P. & O. PROMISE, Norw. str., 714, E. Torstensen, 1st

July,-Tameni via Amoy and Swatow 28th June, General.—Osaka Shosen Kaisha. RAJABURI, German str., 1.189, G. Wendig, 1st July,-Bangkok 23rd June and Swatow 30th, Rice.—Butterfield & Swire, IBERIA, American str., 5,655, J. T. Smith, 27th COAL

June, -San Francisco 27th May and Shanghai 25th June, Mails and General. - P. M CATYUAN, British str., 1,459, L. Dawson, 26th June .- Australia and Manila 24th June,

General,—Butterfield & Swire. YOOHOW, British str., 1,306, J. H. Brown, 25th June, -Shanghai 22nd June, General. -Butterfield & Swire. YUENSANG, British str., 1,128, P. H. Rolfe, 4th

July, -- Manila 1st July, General. -- Jardine, Matheson & Co. ZAFIRO, British str., 1,618, R. Rodger, 3rd July,-Manila 1st July, General.-Shewan, Tomes & Co.

BAILING SHIPS. CITY FO BIRMINGHAM, British schooner, 90, J. Watson, 14th May,—Grimsby 26th Mar. -Order

TRAVANCORE, British ship, 1,900, Chamberlin, 8th June,-towed from Harlem Bay by tug Robert Cooke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Weihaiwei Andromeds, cruiser, 12,500 tons, 16 gans, 1,6500 i.h.p., Capt. Nelson Ommanney, Weiliaiwei Aran, terpede boat destroyer, 550 tons, 6 gues, 7.000 i.h.p., Lieut Comdr. R. Henniker Heaton, Weibniwei

Astraea, 2nd class cruiser, 4,360 tons, 10 guns 7,000 i.h.p., Captain-Lionel G. Tufnell, Bonaventure, 2nd class cruiser, 4360 tons, 10

guns, 7000 i.h.p., Capt. H. H. Torlesso, Weihaiwei Cadmus, British sloop, 1,070 tons, Capt. H. du. Cane Luard, Weihniwei

Clio, British sloop, L.070 tons, Captain H. D. Wilkin, D.S.C., Yangtaze Dee, torpedo boat destroyer, 560 tons, Lient,

Comdr. H. E. Sulivan, R.N., Hongkong Diadem: 1st class cruiser, 11,000 tons, 16 gans 18,000 h.p., Capt. H. W. Savory, Hongkong Erne, torpedo boat destroyer, 550 tons, Lieut. Comdr. R. H. Bather, Weibainei. Ettrick, torpedo boat destroyer, 500 tons, Lieut. Comdr. Irwin, Hongkong

Exe, turpedo boat destroyer, 5:0 tons, Lient. Comdr. A. F. Everett, Weikniwei Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5.700 h.p., Lieut. Comdr. Stevenson,

Weihaiwei Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt Hon, W. G. Stopford, Weihaiwei Handy, torpedo-boat destroyer. 260 tons, 6 guns, 4.000 h.p., Lieut.-Comdr. May, Weihaiwoi" Hart, torpedo-boat destroyer, 260 tons, 6 gunr. 4000 h.p., Lieut.-Comdr. Richards, Hong-

Hecla, special torpedo vessel, 6400 tons, 2400 h.p., Capt. E. F. R. Charlton, Weihaiwei Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain Shortland, Weibaiwei Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns,

7,000 i.h.p., Capt. Fawckner, Singapore Itchen, torpedo boat destroyer, 550 tons, Lieut. Comdr. C. Symour, R.N., Weihaiwei Janus torpede-boat destroyer, 280 tons, & gun-3,900 h.p., Lt.-Comdr. Darwall, Hongkong

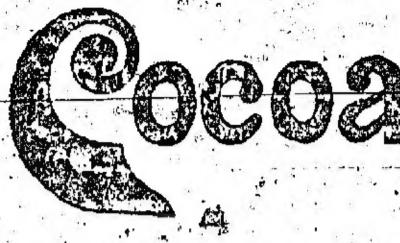
Kinshs, river gunboat, 331 tons, Lieut. Comd. E. V. F. R. Dugmere, on Yangtsze Moorhen, river gunboat, 180 tons, 2 gun. Lieut. Comdr. F. B. Noble, West River Otter, torpedo-boat destroyer, 350 tons, 6 gans, 6300 i.h.p., Lt.-Comdr. Kiddle, Hongkong

Chas. E. Monro, Bornes Robin, river gunboat, 85 tons, 2 guns, 240 t.p., Lieut.-Comdr. Vaughan, West River

Rambler, surveying ship, 583 tons, Comdr

The best judges use no other.

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You are the best judge. Try it yourself and your verdict will be that it is the most delicious and invigorating of all cocoas.

"For perfect purity, delicacy of flavour, and nutritive value, Van Houten's Cocoa occupies the foremost place."-Dr. Braithwaite's Betraspect of Medicine.

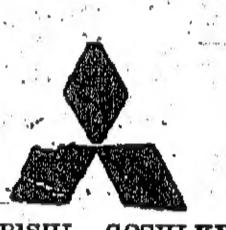
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. T. Atlay, West River Sirius, 2nd class cruiser, 3,600 tons, 6 guns, 6,300 i.h.p., Capt. C. H. H. Moore, Weihaiwei Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on

Sutlej, 1st class cruiser, 12,000 tons, 14 guns 21,000 ihp, Captain Wm. L. Grant, Hougkong

Tamer, receiving ship, 4,600 tone 6 gun-Commodore C. G. Dicken, at Hongkong. Teal, river gunboat, 180 tons, 2 guns, Lieut Comdr. Secretan, on Yangteze

Virago, torpedo boat destroyer, 360 tons, 6 guus, 6,300 i.h.p., Lieut. Comdr. J. A. Gregory, Weihaiwei Waterwitch, surveying ship, 620 tons, 450 i.h.p. Comdr. A. W. Glennie, surveying

Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut,-Comdr. C. E. I Thomas, Weihaiwei Widgeon, gunboat, 195 tons, 2 guns, 800 h.p. Lt.-Comdr. G. B. Spicer-Simson, Yangtsze



MARUNO-UCHI, TOKIO. Cable Address, "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies. A1, ABC 5th Edition, Western Union Codes

All Letters Addressed:— MANAGER, MITSU BISHI Co., with name place under

BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU AND HANKOW.

AGENCIES:-SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFFEIES. MANILA: MACONDBAY & Co.

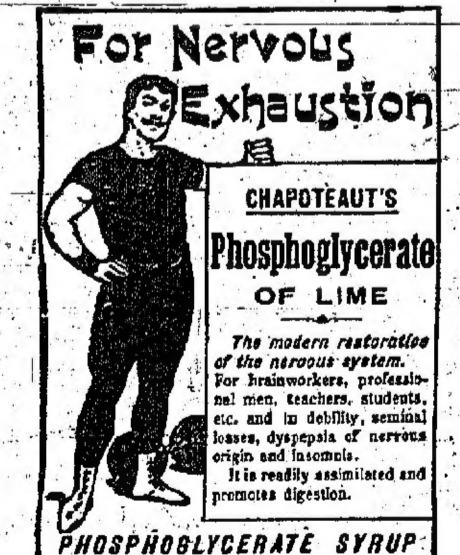
CHINKIANG: GEARING & Co. YOKOHAMA: M. ASADA. CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway Sanyo, Kiushu and the other Principal Rail

ways; Industrial Works; Home and Foreign Mail and Freight Steamers. EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

FOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal. Sole Agents for Rigio, Komaten (Tagawa)

and Yashiromachi Coal (Karatsa). The Head and Branch Offices and the Agencies of the Company will receive any orders for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted

TAKASHIMA COAL. New and additional staffs at the Takashims | Mr. Luio Hidalgo Colliery have been completed and this wellknown best-and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity. Hougkong, 15th February, 1905.



(CHAPOTEAUT) PHOSPHOGLYCERATE"WINE (CHAPOTEAUT)

PHOSPHOOLYCERATE CAPSULES CHAPOTEAUT 6, rue Vivienne, PARIS-FRANCE

Mr. P. Luttringhaus Mr. D. Muclowdd Mrs. C. J. Andruss Mr. C. H. Mackay Mr. James M.bor Mr. R. Bauld Dr. O. alberriobt Acr. K Matada Mr. & Mrs. E. Meiklo ham and child Mr. R. J. Birbeck Mr. P. N. Medees Mr. P.L. Miller dr. S. Bimey Mr. & Mrs. E. M. Moon Mr. W. S. Bissell Mr. B. K. Blair Dr. W. B. A. Moore Mrs. Morrison Mr. E. H. Murray

Mrs. R. W. Borthwic Mr. P. C. Murray Mr. F. G. Brighton Mr. L. Broughall Mr. O. C. cliffe Mr. & Mrs. F. N. Le Pan Mr. W. Parfitt. Mrs. E. Offord Patey. Mr. W. Peake Mr. O.J. Charlés Mr. and Mrs. T. L. Hon. Dr. Francis Clark Mr. O. H. Rew Mr. T. Clark

Eng. Lt. and Mrs. H. Mrs, J. S. Roach & child Lar. L. Rochet Mr. J. J. Connell Nr. C: Roth Mr. F. O. Davies Mr. & Birs A. Rosoll Mr. F. B. Beacon Mr. A O. Scott. Mr. F. H. Doolittle Mr. W. D. Shelby Mr. &M. s. T. C. Downing Mr. A. J. Skinn Mr. H. Fletcher Mr. C. Skots Mr. B. L. Frost Mr. E. A. Snewin Mr. C. Glover----Mr. C. H. Soper Mr. A. W. Grant

Mr. H. A. Stanley Mr. W. Stewart Mr. F. C. Hagedorn Mr. W. M. Stewart Mrs. F. C. Hagedorn Mr. M. L. Thompson Mr. R. Harding Mr. D. Thornborrow Mr. H. J. Harlett Mr. R. J. robin Eng. Capt. Hurst, E.N. Mr. Tornai Mr. W. D. Trimuell Mr. H. H. Lempf Mr. C. H. Universaun Mr. H. C. Wickers

Mr. C. Kray Mr. H. fb-Wules Mr. A. H. Laing Capt. J. Warrack Dr. Laing Mr. H. J. C. Large Miss c. Watkins Mr. A. I., Lowis Miss D. E. W. Ife Mr. P. G. Woosey Mr. S. L. Lewis Mr. A. R. Luckie Mr. and Mrs. Wright

Mr. M. E. Asger Mr. A. E. Arger Capt. W. Ehrhardt Sjökapten Carl Grun- Mr. E. Kröger Mrs. Grundelius & child Miss Hanson

Mrs. R. W. Henderson Mr. & Mrs. T. Adair Mr. P. R. Adams Mr. W. P. Barber Mr. W. K. Be sing

Mr. F. P. Bonham Mr. Anthany Brogan Mr. A. J. Brown Mr. E. W. Buchanan Miss J. Byrns Mr. Dobesty Mr. E. E. P. Erskine Mr. Thos, E. Evans Mr. and Mrs. ti. Eyro

Mr. A. J. Goodwin Mrs. Fred Hall Dr. R. H. Bawkis Mr. A. A. Heimsoth Mr Heiner Mr. W Helliwoll Mr. F. W. Hondrick Mr. M. Henry

Mrs. 1 M. Ho. degan Mr Geo. N. Hurd Mr. Roger J. Andep Mrs. Bell 4 Mr. A. E. Blanco-Mr. E. Bowron

Mr. F. Chapple. Mr. J. Crnickshank Mr. F. O. Day Mr L. T. Delancy Mr. A. C. Diss Mr. A Flotcher Mr. Franks Miss ... Gains Mr. Jorgensen Mr. E Knox

Mr. W. L. Leash Mr. V. Lugebil Mr. Watson Mr. Alex. J. Lugebil

Mr a d Mrs. Pinkers Mr. and Mrs. Fen Kate Capt. & Mrs. O. L. Price Evans and child. Mr. J. H. Villenenor Nr. J. S. Ha 1 Mr. H. R Juland

NATAL LINE OF STEAMERS.

1H2 Undersigned GENERAL AGENTS L in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STTAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight

apply to DODWELL & CO., LIMITED: General August for China and Japan,

KING EDWARD HOTEL.

Mrs. Jackson and child Mr. J. Watt Jameson * Mrs. J. W. Jameson Mr. E. Lebonguee Mr. E. J. woses Mr. and Mrs. ". J. Rose Lt. Comdr. E. W. Hen- Mr. and Nrs onvoya Mr. K. Tayana

Per ins

Mrs. Hurl Mr. R. M. Joseph Mr. J. E Joseph Mr. H. E. Miller Mr. Morgan Mr. J. Murchie Mr. B H, Newlorn Mr. E. F. O'Brien. Mr. A. E. Paine Mr W T Parker Mr. James J. Peterson Miss Poterson Mr. T. Petrio Mrs. Potrie Mr. Rodrigner Nr. M. Schwartz Mrs. Schwartz: Mr. F. Stolte Mr. F. G. Strigzinger

Mr. S. H. Sutton Mr. C. Templeman Mr. & Wrs. Tomeitt & chil Iren Mr. and Mrs. Mckinnon Mr. McMillan Mr. U. Nervogna

Mr. F. Oliver Mr. and Mrs. Pescio Madame Ribot Mr. H. S +88 Mr. H. Schuter Mr. A. Schmitz Miss Swithson. M 68 Square Mr. O. staeger Mr. J. P. S inmerville. Mrs. Tennyson

For Freight and further particulars. Pongkong, 4th August, 189

POST OFFICE NOTICES.

The Parcel Mail, to Europe made up in this office every atternate Friday for conveyance by P. & O. Stenmers, will in future be closed at 5 p.m., and not at 3 p.m., as herotofore. The Tonkin, with the French Mail of the 9th June left Singapore on Tuesday, the 4th inst., at 4 p.m., and may be expected here on or about Tuesday, the 11th inst. This packet brings replies to letters despatched from Hongkong on May 6th.

Mails for CANTON, SAMBHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

A mail for Macao per s.s. Wingchai is closed every week-day at 5 p.m.
Mails for Namtao, Sanbue, *Kongmoon, *Kumchuk, *Samskui, *Wüchow and Canton are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.
*No mails are despatched to these places on Saturday evenings, unless previously notified. -MAILS WILL CLUSE

VOR	PHR	DATE.
hanghai	Rajabieri	Thursday, 6th, 8.00 A.M.
banghai	-Yochow	Thursday, 6th, 9.00 A.M.
Hankari		Thursday, 6th,
		Printed Matter and Sam-
MOY, SHANGHAI, NAGASAKI, KOBE, YOKO-		ples 9.00 A.M.
HAMA, HONOLULU and SAN FRANCISCO	D	Registration 9.00 A.M.
Supplementary mail on board up to the	Silveria	Registration, with late
time fixed for departure of the mail.		tee of 10 cents, up to
Extra Postago 10 cents)	th page	9.36 A.M.)
		Letters 10.00 A.M.
	**************************************	Lectors 10.00 A.M.
UROPE, &c., India via Tuticoria		f Thursday, 6th,
(Late Letters 11.00 to 11.30 A.M. Extra		! Printed Matter and Sam.
Postage 10 cents.)		ріва 10.00 л.м.
(Supplementary mail on board up to the		Registration 10.00 A.M.
time fixed for departure of the mail.	Darmshadt	Registration, with late
Extra Fostage 10 cents)	4	an all the contraction to
Letters posted in all the Pillar Boxes		fee of 10 cents, up to
in time for the first clearance will be		10.45 A.M.)
in this to the antend mail	4	Letters 11.00 A.M.
included in this contract mail.)	Hewngshan	Thursday, . 6th, 12.15 r.w.
facao		
Icihow and Singapore	Robsichang	Friday, 7th, 10.00 A.M.
watow, Amoy and Tamsui	Haimun	Friday, 7th, 10.00 A.M.
Incao	Heungshau	1 1971 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
hanghai	Amara	
Innila	. Yuensang	
mators and Singanara	M. Rickmers	
Innila	Lafiro minimum	Saturday, 8th, 11.00 A.M.
neao	Heungshan	. Saturday, 8th, 12 15 P.M.
ingapore, Sourabya and Samarang	Onsung	1 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2 - 2
ungapora, courable ere seemanas	Heundshan	
hanghai,	Shaohsing	
hangha, and the Common Samuel and	Dieteometry	
ingapore, Batavia, Samarang, Sourabaya	Tjimahi	Tuesday, 11th, 10.00 A.M.
and Macassar	The Manager of the State of the	Caradan 1241 2000 in
ingapore, Penang and Bombay	Ischia	Tuesday, 11th, 10.00 A.M.
UROPE, &C., INDIA VIA TUTICOBIN		Tuesday, 11th,
(Late Letters 11.00 to 11.30 A.M. Extra.	et a second	Printed Matter and Sam-
Postage 10 cents		ples10.00 A.M.
(Supplementary mail on board up to the		Registration 10.00 A.M.
time fixed for departure of the mail. }	Oceanien	
Extra Postago 10 cents)		Acegistration, with late
(Letters posted in all the Pillar Boxes		lee of 10 cents, up to
in time for the first clearance will be	7	10.45 A.M.)
in time for the first diesimiles will be		Letters 11.00 A.M.
included in this contract mail.)	77	Tuesday, 11th, 1.15 P.M.
BOBO conderacionistatione contentacione	Houngshan	
ianghai.	Kwongeang	Tuesday, 11th, 2.00 P.W.
nnila	Tean	Tuesday, 11th, 3.00 P.M.
obn and Hoilo	Sungklung	Tuesday, 11th, 3.00 T.M.
ort Harwin, Thursday Island, Cooktown,	131	
Cairns, Townsville, Brisbane, Sydney,	Angelowalitan	Wednesday, 12th, 10.00 A.M.
Hobart, Launceston, New Zealand, Mel-	Australian	er outdoudy, Late, 10.00 A.M.
bourne, Adelaide and Perth	***************************************	
oji, Kobe, Yokohama, Victoria, B.C. & Tucoma	Pleiades	Wednesday, 12th, 10.00 A.M.
DJ1, RODE, I OKOHNIMA, TICOTIA, D.O. & Incoma	A. Br	Wednesday, 12th,
Appendix		Printed Matter and Com-
HANGHAI, NAGABARI, KOBE, YOKOHAMA,		Printed Matter and Sam-
VICTORIA and VANCOUVER (B.C.)	by the te	ples 10.00 A.M.
(Supplementary mail on board up to the	Empress of Japan	Registration , 10.00 A.M.
(Supplementary man on board up to the		Trestrateguion, with 1919
time fixed for departure of the mail.	· · ·	fee of 10 cents, up to
Extra postago 10 conts.)		10.30 A.M.)
		Letters11.00 A.M.
	Houngskan	The second secon
facao	Himmohan	Thursday, 18th, 1.15 P.M.
BCRO	Trongilanen. brisel	the manufacturing and the state of the state
lapila, Zamboanga, Port Darwin, Thursday		* **. Y
Taland Cooktown, Cairns, Townsville, Bris- (Chinata	Thursday, 13th, 3.00 P.M.
The second secon	F11.11 9 1111	
bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth	4 4	

- COMMERCIAL.	1
CLOSING QUOTATIONS. 5th July.	i
On Lordon.—	İ
Telegraphic Transfer	
Bank Bills, at 4 months sight	
Dooumentary Bills, 4months' sight 1,11	ł
Ou PARTR	l
Pank Bills on demand	1
Credits, at 4 months sight240	١
ON GERMANY,—	ı
On demand	ı
ON NEW YORK.	ł
Bank Bills, on demand45#	J
Crodita, 60 days sight	1
Telegraphic Transfer	
Telegraphic Transfer	3
The second secon	Ì
On CALCUTTA.— Telegraphic Transfer	1
Bank, on demand	į
OR SHANGRAL-	i
Peak at sight	١
Privato, 30 days might	į
ON YOROHAMA.—On demand	1
Ow Mantla On demand - 1'0808 - 125	ł
ON STREAPORE. On demand b p.c. p.m.	1
On BATAVIA.—On demand 113	ł
OH HAIPHONG.—On demand	I
ON SAIGON.—On demand	١
ON BANGKOK - Ch demand	1
BOVERRIGNS, Bank's Buying Rate 10.50	1
Gold Lear, 100 fine, per tael 55.70	i
BAR SILAEB, per cz	ı

OPIUM. 5th July Quotations are: Allow ce not, to I carty. Maiwa New\$1200 to - per pion Malwa Older\$1340 to Malwa V. Old \$1400 to Persian fine quality \$980 to Persian extra fine .. \$1020 to-Patna Old...... Beneres New 31080 Beneres O'd 3 -

VESSELS EXPECTED.

THE FRENCH MAIL. The M.M. str. Tonkin left Singapore on the 4th July at 4 p.m. for this port via Saigon. THE AMERICAN MAIL. The P.M. str. Mongolia left Kobe on Monday.

the 3rd July, at 7 a.m., and is expected here mext Tuesday, the 11th July. The P.M. str. China will sail from Yokobama on Thursday, the 6th July via Japan ports and Manila and is due here on the 19th July.

MERCHANT, STRAMERS. The P. & O. str. Jopan left Singapore for this port on the 34th June at 1 p.m. The P. & A. str. Numantia left Portland on the 5th June, and is due here to-day. The N.G.I. str. Ischia left Singapore for this

port on the 30th June, and may be expected here to-day. The Glen Line str. Glenlogan, from London, &c., left Singapore on Saturday, the 1st July. and is due here to-day.

The Bucknell Line str. Manica left Shanghai on the 3rd July and is due here to-day. The J. C.-J. Liju str. Tjimahi left Karatzu via Swetow and Amoy on the 24th June, and may be expected here to-morrow. The H.A.L. str. Arcadia, from Hamburg,

left Singapore for this port on Sunday, the 2nd

The Indo China str. Laisang, from Calcutta and the Straits, left Singapore for this port on the 4th July at 2 p.m., and may be expected here on the lith July. The J.-C.-J. Lijn str. Tjilatjap left Macassar

for this port on the 3rd July, and may be menineriesexpected here on the 11th July. The Boston Tow Boat Co.'s str. Pleiades serived at Manila on the 3rd July, The Boston S.S. Co.'s str. Shawmut arrived at Manila on the 4th July.

The str. Saisuma sailed from New York on the 5th June. The Boston S.S. Co.'s str. Tremont sailed from Seattle on the 24th June for usual ports of call. The C.P.R str. Athenian left Vancouver

on Monday, the 26th June, p.m., for Hongkong vià the usual ports of call. The A. A. str. Ras Dava left New York on the 21st June, and is due here on the 21st Aug.

STEAMERS PASSED THE CANAL. June 13th — Austria. Benlarig, Lowther Castle. Nassavia, Den of Crombie. 16th-Roon, Hudson, Keemun, Tonkin, Patroclus, Fenglien, Verdande, Grafton, Liberia. 20th—Southgrove. 25th—Benvenue, Indrami. Pak Ling, Malacca, Tydeus, 27th-Bonleds, Dardanus, Diomed. 30th-Achilles, Agincourt, Wittekind, Laertes.

ARRIVALS AT HOME. Jane 30th - Ernest Simons, Schuylkill, Trieste. Slavonia.

PASSENGERS. ARRIVED.

Per Yushun, from Swatow, Mr. W. Frederick and W. Compton.

DEPARTED. Per Scharnhorst, for Shanghai, Dr. H. Bohme, Mr. and Mrs Rennie, Missey Palako and White Messrs. Co. P. Kristy, E. Reyss, W. Pelling, Green and Enc; for Nagasaki, Messra J. Watt, Jameson, D. Nomo, Furlani, Sugematsu and K. Kabayashi, Mrs. Okin., Mrs. Oshime and Mrs. Otoki; for Kobe, Mersrs. M. G. Heisein Bristol, D. Keyes, Yokoi, Mr. and Mrs. McKay, Rev. and Mrs. Raggs; for Yokohams, Mr. and Mrs. Brewin, Mesers: P. Stoppy, F. Rodriguez, S. M. Beliete, Ch. Nakamura, W. McKadden and O.

Per Tarter, for Vancouver, &c., Mr. W. Andrews, Mr. and Mrs. Basila. Messra, G. Hamplireys, F. W. Abels, F. J. Thomas, J. R. Symington, J. M. Robson, Mrs. J. T. Davies, Mr. H. Berrill, Col. M. C. Martin, Mrs. H. L. Stanley, Col. F. Hawkins, Mrs. W. Robertson, Miss M. Mackellar, Messra W. and J. Robertson, Capt. Mr. Scott, Mr. and Mrs. Brancht and 2 ch ldren, Messra J. H. Thigpen, D. Madie, Mr. and Mrs. H. T. Richardson and 3 children, Messra. M. H. Mehta, H. C. Gotla, H. Ruttonjee, Dr. H. H. Shaw, Rev. A. M. Ballinger. Mr. E. K. Spencer, Mrs. M. Seely, Capt. Stritinger, Mr. and Mrs. Hard, Mrs. Pescock, Messrs. J. P. Sommerfield, T. Evans, D. E. Brown, Col. and Mrs. Kent, Major Lewis, Mr. and Mrs. Jones. Major Parker, Lieut, Hamer. Lieut, Clark, Mrs. Hastings, and Mr. W. F.

HONGKONG METEOROLOGICAL REGISTER.

Lumsden.

٠	Previous Day	On Date at	On Date at 4 p.fn.
Barometer	29.62	-29.77.	29.73
Temperature		85	
Humidity	66	76	68
Wind Direction	8 00	W	8 .
, Force	1		1
Weather			
Kain	- AI	0.86	19 19 5

BRAND



Guaranteed

Full Cream.

See this

NOTICES TO CONSIGNEES

FROM HAMBURG, BREMEN, ROT.

TERDAM, PENANG AND

"ALESIA."

Captain Sachs, having arrived from the above

ports. Consignees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature by the Undersigned and to take im-

mediate delivery of their goods from alongside,

Uptional Cargo will be forwarded unless

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and

notice to the contrary be given before To-DAY.

Kowloon Wharf and Godown Company, Limited,

All Claims must be presented within ten days of the steamer's arrival here after which date

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 7th July, will be subject

All broken, chafed, and damaged Goods are

HAMBURG-AMERIKA LINIE,

Hongkong Office.

to be left in the Godowns, where they will be

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

"LIGHTNING."

having arrived from the above ports, Consigness of Cargo are hereby informed that their Goods

Cargo impeding the discharge will be landed

Cargo remaining on board after 2 P.M., of the

6th July, will be landed at Consignees'

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Consignees of Cargo from SINGAPORE

and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at

Bills of Lading will be countersigned by the

NOTICE TO CONSIGNEES.

"PESHAWUR."

FROM ANTWERP, LONDON, MALTA

PORT SAID, SUEZ AND STRAITS.

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be serted out, Mark by Mark

and delivery can be obtained as soon as the

instructions are given to the contrary before

Goods not cleared by the 11th inst., at 4 P.M.

No Fire Lusurance will be effected by me in

Damaged packages must be left in the Go-

downs for examination by the Consigner's and

the Company's representatives at an appointed

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE:

NOTICE TO CONSIGNEES.

"SCHARNHORST,"

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godowa Company, Limited, Kowloon, whence

Optional Cargo will be forwarded unless

No Claims will be admitted after the Goods

All broken, chafed, and damaged Goods are to

All Claims must reach us before the loth

Bills of Lading will be countersigned by the

ON SALE.

DOUND VOLUMES of the HONGKONG

WEEKLY PRESS, JULY to DECEMBER,

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

be left in the Godowns, where they will be

examined on Monday, the 10th inst., at

inst., or they will not be recognised.

Hongkong, 4th July, 1905.

No Fire Insurance will be effected.

notice, to the contrary be given before 8 A.M.

have left the Godowns, and all Goods remaining

undelivered after the 10th inst., will be subject

All Claims must be presented within

L. S. LEWIS,

Acting Superintendent.

Consignees of Cargo by the above-mamed

DAVID SASSOON & CO., LD.

No Fire Insurance will be effected

Hongkong, 3rd July, 1905.

NHE P. & O. S. N. Co.'s Steamer

examined on the 7th July, at 3 P.M.

Hongkong, 30th June, 1905.

will be delivered from alongside.

at once, at Consignees' risk and expense.

THE Steamship

Company, Limited.

undersigned.

Goods are landed.

5 P.M. TO-DAY.

will be subject to rent.

any case whatever.

left the Godowns.

THE Steamship

delivery may be obtained.

TO-MORROW.

undersigned.

to rent.

Hongkong, 4th J ly, 1905.

Consignees' risk and expense.

No Fire Insurance Las been effected.

and stored at Consignees' risk and expense.

SINGAPORE.

THE H.A.L. Steamship

they cannot be recognised,

o rent.

TRADE MAE

on overy

Largest Sale in the World.

JUINT STOCK SHARES.

Hongkong, 5th July. PAID UP. QUOTATIONS COMPANY. \$835, buyers. "Hongkong & S'hai... \$125 Lundon, 486 National B. of China . £5 | \$37, buyers A. Shares Sell's Asbestos E. A... 12s. 6d. 354, buyers \$12 ! \$11.75, sales China-Borneo Co..... hina Light & P. Co... \$10 | 210. China Provident \$10 | \$8.75, sellers

otton Mills-Ewo..... Tls. 50 Tls. 41, buyers \$10 \$164, seliers Laon Kung Mow ... Tis. 100" Tis. 423. Soyches Tls. 500 | Tls. 180, sellers #U | \$17, sellers siry Farm ocks and Wharves-

Farnham, B. & Co... Tis. 100 | Tis. 135. H. & K. Wharf & G. \$50 \$95. \$50 | \$194, buyers H. & W. Dock audier \$15, sellers New Amoy Dook ... S'hai & H. Wharf, h Tla. 100 | Tls. 175. enwick & Co., Geo.,. \$20 4004. \$10 \$261, sellers

. Island Coment. £10 | \$170, exdiv , bby. Hongkong & C. Gas... donggong Electric ..." 510 317z. \$5 \$114, sellers. Do. New..... L. H. L. Tramways... \$100 | \$2.21, buyers longkong Hotel Co.... \$50 | \$141, seliers longkong lee Co \$25 \$242 .. longkong Kopa Co... \$50 . \$152.

\$10 \$16, sellers Tkong S. Waterboat nsurances-550 - 5320, sales & buy Canton \$20 | \$87, sellers China Firu..... \$25 | \$75, setlers China Tradera Hongkung bure 1800 1 33UZ4. North China 25 Tls. 52. Union \$100 i \$695, buye.s Yangtsze \$60 3172½. and and building-

Hongkonglandiny. \$100 | \$114, buyers Humphrey's Estate \$10 | \$121 sellers Lo. New...... \$30 \$40, sellers Kowloon Land & B. Shanghed Land Tls. 50 Tls. 122; buyers Westroint Building \$50 354, sellers Charbonnagen Fcs. 250 | \$490.

Raubs 18/10 501, sales \$10 \$94 sellers Philippine Co. \$100 | \$213, sellers China Sugar \$100 | \$31, sellers Luzon Sugar Steamship Companies \$25 | \$21, sellers China and amila...

\$354, seuers Douglas Steamsing. H., Canton & M.... \$15 S27 sales & sellers £10 \$90, buyers Indo-China S.N. Co. Shell Transport Co. £1 22s. sellers £10 A5 10s. Do. Preference ... \$10 \$55, sellers Star Ferry \$5 | \$27, sales & sollers Do. New Shanghui & 11. Dyeing \$25 \$22, Lellera South China M. Post... Stoum Laundry Co...

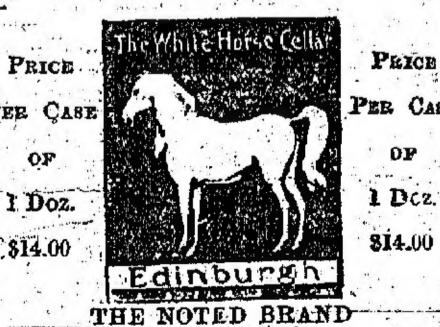
Do..... Stores & Dispensaries Campbell, M. & Co. Powell & Co., Wm., \$10 | \$112, sellers Watkins.... \$10 \$5, sellers Watson & Co., A. S. \$10 \$121, sales \$4 30k, sollers Inited Asbestos Do. Founders.... \$10 \$150.

VERNON & SMITH, Brokers.

HONGEONG TIDE TABLE. From 6th to the 12th July. To correct Zone Time add 23 min and 18 sec.

LOW WATER.

WHITE HORSE CELLAR WHISKY.



OF

9.30 A.M. PER CASE $\mathbf{0F}$ 1 Dcz. \$14.00

THE NOTED BRAND OLD COACHING DAYS.

SOLE AGENTS: ster grong, 6th April, 1905.

HONGKONG, CANTON, MACAO

ICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones. S.S. "POWAN, 2,838 tons, Captain G. F. Merrison, R.N.R. S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas, S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd, S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius,

Departures from Hongkong to Canton daily at 8,30 a.m. (Sunday excepted), 9 p.m. and 10,30 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8:30 n.m., 2 p.m. and 6 p.m. (Sunday excepted). These Steamers, carrying His Mejesty's Mails, are the largest and festest on the Li-Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Time. table) Departures on Sundays at Noon, Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.z.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT

CO., LD., THE CHINA NAVIGATION CO., LD., AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

> CANTON-WUCHOW LINE. S.S. "SAINAM, 588 tons, Captain W. A. Valentine.

S.S. "NANNING," 569 tons, Captain C. Butchart, One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8,30 n.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are

lighted throughout by electricity. Further particulars may be obtained at the Office of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE, Agente, CHINA NAVIGATION CO., LD.

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

5 Star, Liqueun - Exquisite, best in the World for Club or Private use at 222.00 Stop drinking rank, Smoky Stuff, because "it comes through the Soda."

Try Haic & Haic's WHISKIES; pure, mellow matured, non-smoky, delicate flavour Once tried, preferred to all others. Sole Agents for Hongkong:

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JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS. consisting of Eastman's Kedeks and Films, Ilford Plates and Paper, Johnson's Chemicals, and cheap Magazine Cameras. Prices considerably reduced.

NOTICE TO CONSIGNEES. AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE."

FROM NEW YORK. NONSIGNEES of Cargoare herebyinformed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ld. whence and/or from the wharves delivery

may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July, will be subject

vessel are hereby informed that their Goods are All Claims against the Steamer must be pre sented to the Undersigned on or before the 8th July, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 3 P.M. Optional Goods will be landed here unless

No Fire Insurance has been effected. Bills of Lading will be countersigned by ARNHOLD KARBERG & CO.,

Hongkong, 30th June. 1905.



BISHL DOUKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK," A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. h on Blocks Wi of Entrance on Top Width of Entrance on Bottom ... 881 Water on Blocks at Spring Tide 341 ... DOCK No. 1. Extreme Length...

Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide

Extreme Length... 371 feet. Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide

PATENT SLIP. Suitable for vessels up to 1,000 tons gross.

FIHE WORKS are well equipped with A LATEST PLANTS and APPLI ANCES to undertake BUILDING or REPAIRING SHIPS, ENTINES, and BOILERS; and also ELECTRICAL

A LARGE STOCK of MATERIAL is always kept on hand. The COMPANY has the powerful steamer "OURA-MARU" (712 tops, 700 I.H.P. epocially built for SALVAGE PURPOSES equipped with necessary gear, always ready

THONGKONG HIGH-LEVER TRAM-WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS. 7.00 n.m. 7.30 a.m. to 6.00 a.m. ... Every 10 minutes. . 8.00 s.m. to . 8.30 s.m. ... Every 15 minutes. 8.30 a.m. to 9.30 a.m. ... Every 10 minutes 9,80 a.m. to 1 .00 a.m. ... Every 15 minutes. 11.80 s.m. to 1:,35 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Every 16 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8.00 p.m. .. Every 15 minutes. 3.30 p.m. to 5.00 p.m. ... Every 15 minutes, 5.00 p.m. to 8.00 p.m. ... Every 10 minutes. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.

every | hour. BATUMDAYS. Extra cars at 11.30 p.m. and 11.45 p.m. BUNDATE.

5.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 80 minutes. 9.80. mm. to 10.80 a.m. ... Every 15 minutes. 10.8 a.m. to 11.00 a.m. ... Every 10 minutes. 12.0 Noon to 1.00 p.m. ... Every 10 minutes. 1:00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 7.00 nm. to 8.00 p.m. ... Every 10 minutes. Nider CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Com-

pany's Office, Alexandra Buildings, Des Vorus Road Central. JUIN D. HUMPHREYS & SON. General Managers. Hongkong, 8th December, 1904.



SHIPPERS CUTLER, PALMER & Co., LONDON AGENTS

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Short Notice.

LANE, CRAWFORD & CO. HONGKONG